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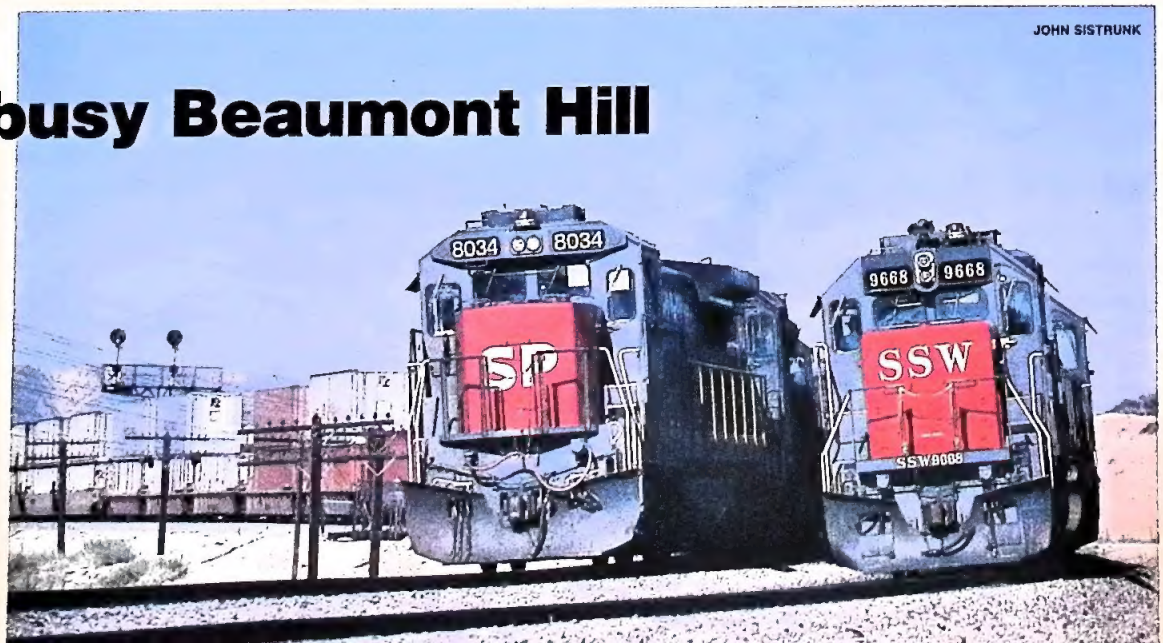

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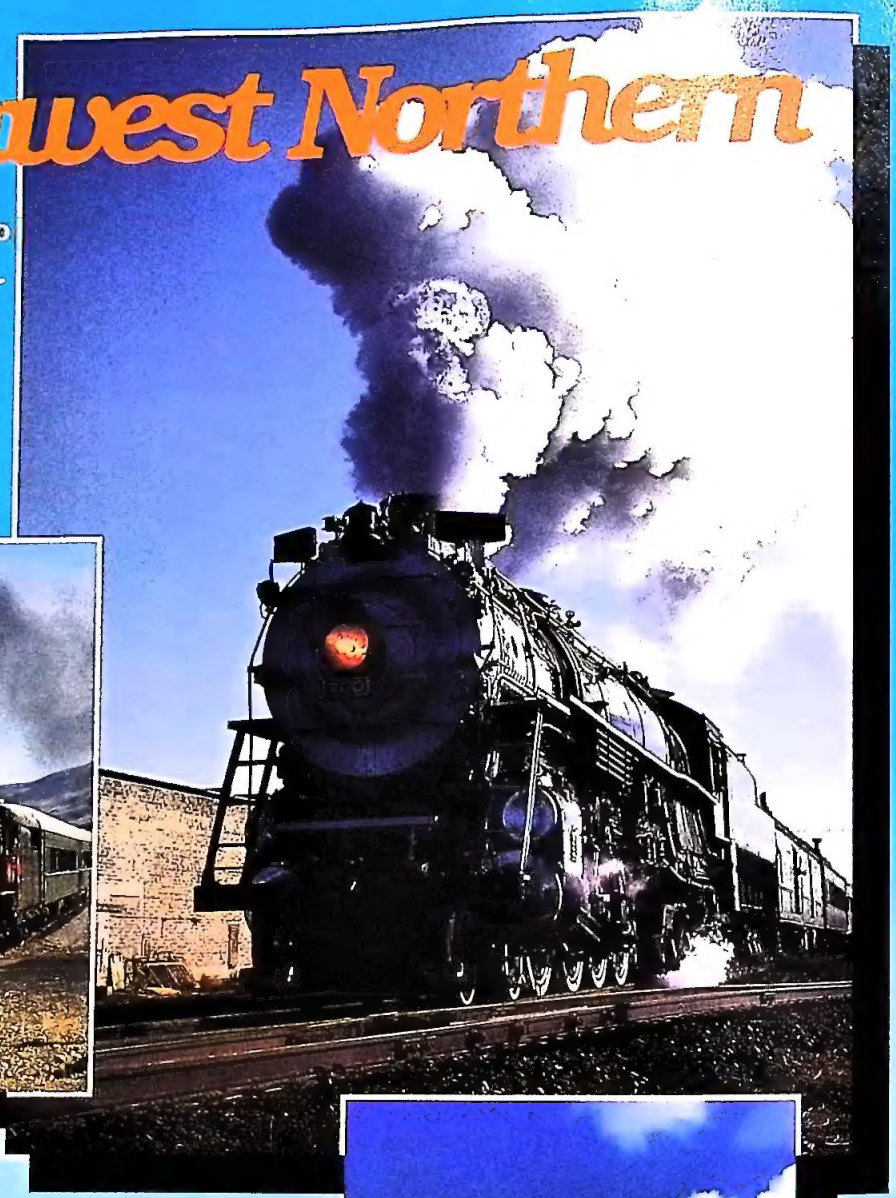

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KODACHROME DAVID T STOWE

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NEW BN SD60Ms at London, Ont., on January 24, 1991, **(top)** have different nose paint and F45-style windshield compared with those delivered in 1990 **(above)**. See page 44.

TRANSCISCO TOURS F45 1002 led the *Sierra '49er Express* through Yuba Gap, California, **(above)** on the Donner Pass grade on January 27, 1991. Its consist included a former Scenic Rail Dining dome and *American-European Express* cars. Other AEE equipment was seen at Washington, D.C., on January 9, 1991, **(right)** headed for White Sulphur Springs, West Virginia, behind CSX Fs 118, 119 and 117 and MARC F9PH 85. See page 42.

KODACHROME JOHN ACTON

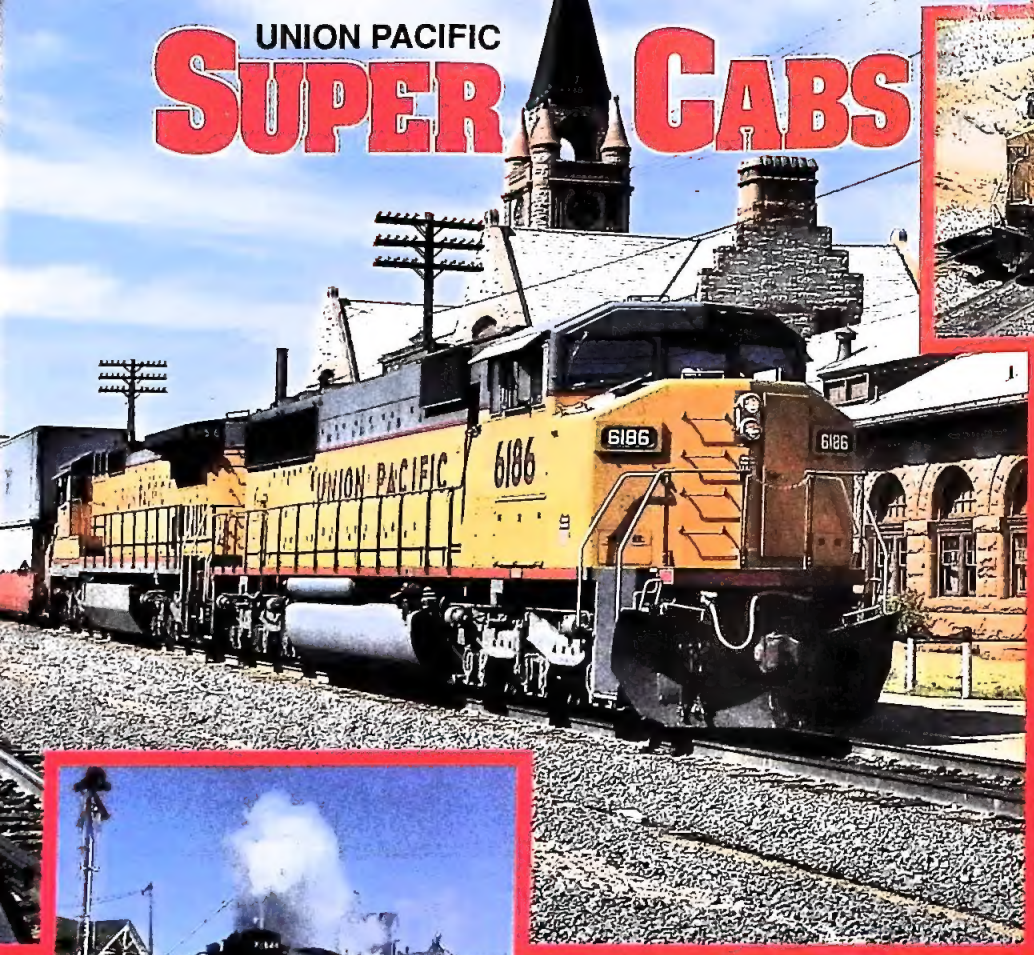
KODACHROME ALAN MILLER

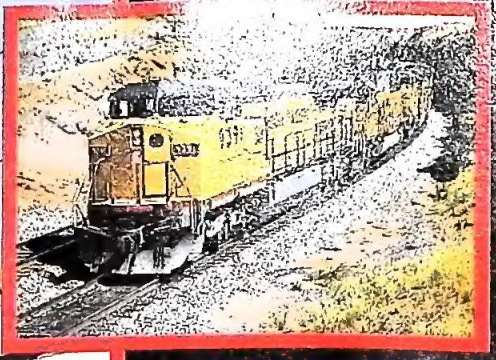
AEE's "CONCERT SERIES" trips began with the "*Heart of the South Limited*," run from Panama City, Florida, to Chicago February 9-10 with CSX GP40 6652 and MARC F9PH 85. On the 9th, Bay Line GP38 501 and GP38-2 510 led the train through Cambellton, Fla., **(above)** en route to Dothan, while on the 10th the 6652 led it on into Chicago **(right)**. See page 42.

KODACHROME STEVE BROWN

UNION PACIFIC

SUPER CABS and STEAM





Photos by Al Chione

Photos by Jean Gross

There is a new look on the Union Pacific mainline. The revolutionary new wide cab EMD SD60M's and GE Dash 8-40CW's are taking the lead up Sherman Hill these days. And now the Union Pacific's ambitious steam program has given rise to frequent steam freights by 844 and 3985.

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From the Publisher's desk: Sparta, Next Stop

A washout at Smoke Rise, N.J., provided ample excuse to suspend operations on the New York, Susquehanna & Western west of Butler in 1971. Things were bleak: passenger service was gone, track was deteriorated and service was sporadic. Abandonment was imminent until Walter Rich's Delaware Otsego Corporation acquired control. The road was cleared of brush, and new ties were installed. When Conrail abandoned part of the Lehigh & Hudson River, the portion from Sparta Junction, N.J., to Warwick, N.Y., was acquired by the NYS&W along with trackage rights to Binghamton, N.Y. Doublestack container trains were soon running on new welded rail west of Butler.

In January 1991 a federally-funded, $260,000, 264-page study was unveiled in the former Butler station to a group of public officials, rail personnel and press. The report forecast tremendous growth in northern New Jersey and recommended an integrated bus and rail operation running from Beaver Lake east to Hoboken.

Speeches ended, the group boarded a three-car special for an inspection trip to Warwick. Veteran conductor John Treen did the honors in what looked like a New Jersey Transit uniform. Don Wallworth, one-time station agent at Ramsey next to our former offices was also on board, as was Erie veteran Bob Collins. Representing the survey company was J. Harold Geissenheimer, formerly of CTA and San Francisco cable cars whom I'd last seen years ago as a teenager at New York Electric Railroads Association meetings.

Susquehanna V.P. Bob Kurdock introduced the various officials and personnel. A business type making cogent comments in my ear during the speeches turned out to be Morristown & Erie president Ben Friedland, looking great after recent heart surgery. Also on hand were New Jersey Transit's John Wilkins, Morris County's DOT director Frank Reilly and many others. Many of the new breed of railroader came from railfan ranks and received college degrees before entering specialized management careers in railroading or related fields.

Today's Susquehanna is a far cry from ten years ago when the Morris County Central tourist operation used a short stretch of trackage out of Newfoundland. The MCC's shop building now houses a NJT Budd Car undergoing restoration as NYSW M-1.

Our train moved briskly along the smooth ribbon rails atop thousands of tons of new white Sussex County limestone ballast. The old station at Beaver Lake disappeared during the rebuilding. Gone were the Santa Fe CF7s used in work trains during the rebuilding. Our power was one of the new Dash 8-40Bs.

We glided over the new loop at Sparta Junction heading north to Warwick. The former L&HR enginehouse at Warwick now houses a chemical plant, but the old brick office building looks much as it did — although shorn of its bronze L&HR plaque. The yard stands empty.

On the return we had a tasty luncheon courtesy of the NYS&W. I spent time in each car, including the old heavyweight observation used by President Truman during the Stevenson campaign. Heading back to the dome car, I was passing through the dining area when a voice invited me to sit. This time it was Walter Rich, in conversation with a congressional aid.

As we neared Sparta Junction, John Treen yelled out clearly, "Sparta, next stop," and we did. It was a sound I hope will be heard daily in the not too far distant future.

RAILFAN & RAILROAD

May 1991/vol.10 no.5

RAILROAD / founded 1906 / vol.113 no.2

Features

47 **Incoming Spuds**/George S. Connor
50 **Beaumont Hill**/John Sistrunk
60 **The Last Run of the *Electroliner***/Greg Heier
64 **Return of the *Electroliner***/Mike Del Vecchio

Departments

3 **Railnews**/news in color
6 **Fanmail**/letters from readers
13 **Timetable**/events
20 **Railroadiana**/product news and reviews
26 **Videos**/videotape reviews
31 **We'd like you to meet . . .** /Connor, Heier, Katz
34 **Camera Bag**/Slide Shows Should Entertain
35 **Railfun**/Curt Katz
38 **Transit Currents**/George M. Smerk
42 **Railnews**/news in detail
69 **Markers**/editorial commentary
70 **Switch List**/classified advertising
72 **Advertising Index**/the railfan marketplace
74 **Railnews**/news in color

Cover

In a scene right off the Skokie Valley main line in 1962, *Electroliner* 801-802 zips past combine 251. But this is not 1962; it is Sunday, February 10, 1991, and the site is East End siding on at the Illinois Railway Museum at Union, Illinois, as they celebrate the 50th Anniversary of the *Electroliners* with a full weekend of North Shore Line action. See Mike Del Vecchio's story of the IRM weekend on page 64 and Greg Heier's report on the last run of the *'Liners* on page 60. Polarized Kodachrome: Mike Del Vecchio.

On the Southern Pacific's busy Beaumont Hill east of Los Angeles, eastbound B39-8E 8034 on a stack train is overtaking stalled Cotton Belt GP60 9668 between Hinda and Beaumont in October 1990. For more of this heavy main line action, see John Sistrunk's article on page 50. Kodachrome: John Sistrunk.

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Fanmail

Technically, the SDP40F

It's not often anymore that I'm prompted to write letters to the editor, but I did want to thank Preston Cook (and R&R) for bringing us the two-part study of Amtrak's SDP40F in your January and February issues. As lay readers, we need intelligent technical reports written by knowledgeable observers, such as Mr. Cook.

Perhaps a future sidebar might be addressed to the general issue of truck ride dynamics in light of the Flexicoil-vs-HTC controversy mentioned in Mr. Cook's article. What happens to a truck at speed, especially on track that isn't up to snuff? Is there any high-speed photography from AAR test track at Pueblo, Colorado? I realize this is pretty esoteric, but those of us who were raised on "road-hugging weight" (a line from another GM division, Buick) may find it hard to imagine that locomotive wheels can — and do — get airborne. A short article and a picture or two would be welcome.

Another facet of this controversy, only hinted at in the article, is the question of carrying around all those traction motors. I had always understood that one of the reasons for A1A trucks on E and PA units was to carry the weight of fuel, water and boiler; that at higher speeds an extra pair of traction motors actually slowed down the locomotive. Wouldn't an SDP40F have ridden better without the unsprung weight of two (possibly redundant) traction motors?

The question of converting Flexicoil trucks under SD units to two traction motors was seriously considered by the Southern Pacific during the seventies, after the bloom had gone off the rose on the SD45s. Their engineering group wanted to try various horsepower settings on the V20, conversion to V16s and A1A-A1A tractive power. This last idea never was tested, but considerable study went into it. Clearly, the SP wasn't looking for a better high-speed ride but saw the SD45 as "too much engine with too many traction motors" in some applications. A similar remark might have applied to Amtrak's units.

Keep those in-depth articles coming!

JOE STRAPAC
Bellflower, Calif.

On SDP40Fs, from Alco

I want to commend you for the excellent article on EMD's SDP40F locomotives. Of course, in Preston Cook you had an eminently qualified author; my congratulations to him. I found the article as informative as it was enjoyable.

One point not touched on by Mr. Cook was the running time advantage of a six-axle unit in passenger service. Acceleration time is materially reduced when six powered axles are used in lieu of four because full tractive horsepower can be developed at a lower train speed. The reason for this is that, with less horsepower per motor, and therefore less wheel torque, available adhesion exceeds required adhesion sooner. Obviously, the more station stops there are, the bigger influence six-axle configuration will have on the schedule. I wonder if this was not a factor in the selection (by Amtrak or EMD or both) of six-axle power for their new fleet?

At Alco, in 1963, when the newest thing in motive power was the Century 628, (and it was believed there was a passenger locomotive market) this model was provided with room for a steam boiler behind the operating cab. This six-axle model was specifically selected because of the running time advantages shown by application studies and aggressively, if not successfully, promoted for passenger service. Ultimately, none were boiler equipped for North American service, which is as well, perhaps, considering that the C628's Tri-mount truck was even more demanding of track structure than EMD's HTC truck.

Incidentally, I noticed my name in your

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FANMAIL department in both the January and February issues. I'm flattered, of course, and to those kind contributors who thought of me, my sincere thanks.

CHRISTOPHER G. MacDERMOT
Schenectady, N.Y.

⇐ *Chris MacDermot was at one time head of the service department at Alco and later the chief mechanical officer of the Delaware & Hudson. He also holds the honor of having a locomotive named after him: Arkansas & Missouri Alco C420 No.60* — M.D.

GO on Amtrak

The photo of Amtrak's *Gulf Breeze* at the new Montgomery, Alabama, station is doubly interesting. The unit shown, Amtrak 413, is one of the six ex-GO Transit F40PHs purchased by Amtrak last year. These units certainly seem to be making the rounds of the system. Three weeks earlier, I shot my first one — in Nantic, Connecticut.

PETER K. SHEPHERD
Fairport, N.Y.

Esquel Branch cuisine

The photo on page 57 of March R&R of an Esquel Branch narrow-gauge dining car in Argentina reminded me of an amusing incident which happened aboard the car while I was on a trip sponsored by Central American Rail Tours in 1974.

I was having lunch with George Leilich, who was chief operating officer of the Western Maryland at the time and an accomplished rail movie photographer. Having finished his first course and apparently finding the main course to be unpalatable or unidentifiable, or both, and not wishing to offend the solicitous waiter, he waited until the latter was distracted, then quickly opened the window and dumped the contents of his plate overboard.

Try doing *that* on an Amtrak diner!

RON SALTERS
Weymouth, Mass.

Washago corrections

I wanted to make two corrections concerning my story on Washago Junction in the

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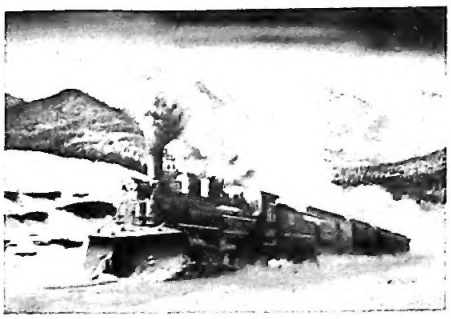

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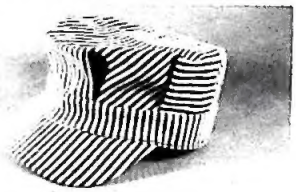

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DEALER INQUIRIES ENCOURAGED

February issue. The map shows the coal tipple on the northwest side of the bridge, but it is actually on the southeast side. The most important correction I want to make is in the photo captions. Bonnie Koket, who had been my partner on several previous articles, has become my partner in marriage as well on October 26, 1990. Her photos should have been captioned "Bonnie Bailey."

Someone may write in saying that the map is wrong in that the Trent Canal does not go north along the Newmarket Sub. They would be correct because it goes west and is crossed by the Bala Sub. about two miles from the junction. There is a creek that flows north, as shown on the map, and it is crossed by both subs before they split. Since the rivers shown are not named on the map, I would respond to such a letter by saying that the Trent Canal was not shown.

BRAM BAILEY
Clay, N.Y.

Crowsnest comments

I have just enjoyed Bruce Kelly's Crowsnest article in March R&R and have two comments. The map should show that the line between Kaslo and Rosebery was abandoned in 1956, not in 1988 when the track on to Nakusp was discontinued. Also, the article implied that Train 981 carries quite a few cars for interchange to BN's Kettle Falls-Nelson branch. At least in the fall of 1988, only about three cars a week were involved.

JOHN C. ILLMAN
Nordland, Wash.

My story in fact didn't state anything about how many cars were interchanged with BN, but I thank you for your report of recent numbers. You're right about the abandonment dates on the map, though. I was well aware of the 1950s closure of the segment to Kaslo but failed to note it on the map, and the indicator for the 1988 abandonment of the Nakusp segment was positioned just east enough to be confusing. Incidentally, the folks at the printing plant reproduced the whole map a little "heavy," thus inadvertently changing much of the abandoned trackage east of Spences Bridge and Hope from broken lines into solid lines — B.K.

Crowsnest, weather and streetcar 23

I enjoyed Bruce Kelly's feature on CP Rail's operations in the Crowsnest, Cranbrook area — what is locally called the East Kootenay. I learned a lot about operations in what is virtually my own back yard. I do think he made our winters seem a month or two longer than they really are. October is fall here and snow is likely but not guaranteed in November. Similarly, April and May are spring and the trees are showing new growth. His warning about the weather at higher elevations is definitely valid. His hints in MARKERS on railfanning the area were helpful, as was his mention of other tourist attractions in the area.

Anyone who decides to follow the Nelson subdivision west of Yahk Junction (I've been to Yahk 'n back) to Nelson and Trail is invited to visit and ride streetcar 23 in Nelson. The Nelson Electric Tramway Society is restoring City of Nelson 23 (ex-Cleveland 3334), a 1906 Stephenson car purchased by the city in 1924. Operation on over a mile of new track laid along Nelson's waterfront is

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BRIAN FREEMANTLE
Director
Nelson Electric Tramway Society
Nelson, B.C.

PCC roster

The article titled "Philadelphia's Street Running PCCs" by Mr. Williams was generally well done, however, the roster on page 62 included a number of errors. The 2240-2250 series former-TTC, ex-KCPS cars did not have standee windows, but the 2300-2318 series former-TTC, ex-BE cars did have standee windows. The 2701-2800 group of all-electric cars were delivered during 1947, not 1949.

The text below the roster also included two errors in that the air-electric PCC cars in Philadelphia did not have air operated drum brakes. They all were delivered with air operated tread brakes (brake shoes on wheel treads) and except for some experiments with drum brakes, the fleet was never converted and was retired with tread brakes. The second error, which carried over into the text of the article, was that the 2251-2290 series ex-KCPS cars were not part of the General Overhaul program and were retired and disposed of after the Route 50 line was permanently converted to bus operation.

Mr. Williams makes a comment about there being "no inter-mixing of equipment" between Callowhill and Luzerne depots without making it clear that it is impossible to do so without a tractor trailer, as there is no track connection where Routes 15 and 23 cross. The "Luzerne lines" have been isolated from the rest of the system since Route 50 and its track connection to Route 15 was converted to bus.

GARY L. PFEIFFER
Philadelphia, Pa.

R&LHS needs help

The Railway & Locomotive Historical Society is about 75% completed on a project to prepare a guide book to railroad historical resources. It is now expected to run 1800 pages covering 12,000 railroads, street railways, private railroads and railroad suppliers from about 650 different locations in North America — and with 100,000 entries in the main listing.

Part of this data collection is from previously printed materials and correspondence with college, public and state libraries and historical societies. Due to the size of the material at about 150 locations, personal visits are necessary, these taking from two to eight hours. I personally have or will visit about 65 locations while volunteers have so far done or agreed to do about 55. That leaves about 30 places for which we are hoping that one of your readers will be willing to visit. I have full details on what is needed for those possibly interested. The cities are Albany, N.Y.; Bellingham, Wash.; Bloomington, Ind.; Charleston, S.C.; Charlottesville, Va.; Cincinnati, Ohio; Columbia, Mo.; Denver, Colo.; Des Moines, Iowa; Eugene, Ore.; Grand Rapids, Mich.; Indianapolis, Ind.; Kennebunkport, Me.; Lexington, Ky.; Sacramento, Cal.; Salem, Mass.; Salem, Ore.; Salt Lake City, Utah; San Diego, Cal.; Seattle, Wash.; St. Louis, Mo.; Strasburg, Pa., and Tacoma, Wash.

We are very anxious to make this guide as absolutely complete as possible and therefore are calling upon anyone willing to do some exploring for us using instructions from me to make it as simple as possible.

THOMAS T. TABER, III
Director
Railway & Locomotive Historical Society
504 South Main Street
Muncy, PA 17756

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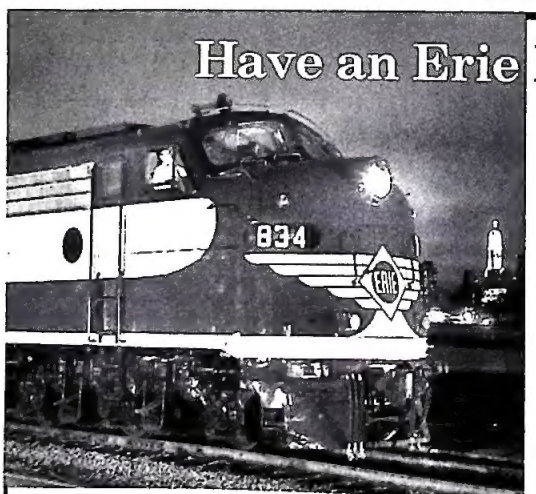

Experience!

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FARE: $45 (from Waldwick only, $42)

ORDER TICKETS FROM: URHS/Friends Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520. Please include your address and phone number, note your boarding station and destination (Port Jervis or Woodbury) and whether you want the $3 photo bus to Moodna.

After April 3, telephone inquiries to URHS after 6pm: 609/443-4746.

SEE TIMETABLE Column, PAGE 14, for ticket options and ordering details.

DEPARTS: Newark Penn Station 8:05 a.m., Hoboken 9:00 a.m., Rutherford 9:10 a.m. Waldwick 9:30 a.m. Return 5:30-6:00 p.m.

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Timetable

Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

CLASSIC RAIL CARS, 207 Skyhill Road #9, Alexandria, VA 22314 (703/370-0319) is offering the following trips aboard ex-N&W business car *Blue Ridge.*

April 4-5, New York-Boston-Albany-New York.
April 6-7, "Farewell to Grand Central Terminal."

P&WV/W&LE INSPECTION TRIP, April 6-7. One-way tour of the "new" Pittsburgh & West Virginia/Wheeling & Lake Erie railroads. Depart Connellsville, Pennsylvania, 7am April 6, overnight in Brewster, Ohio, arrive Cleveland 6pm April 7. Train may be boarded 9pm Friday night and occupied Sunday night. Fare $795 per person (double occupancy), roomette supplement $200. Amtrak connections from Chicago and Washington, D.C., available at additional cost. Contact: Yankee Clipper Rail Tours, Box 100, West Lynn, MA 01905.

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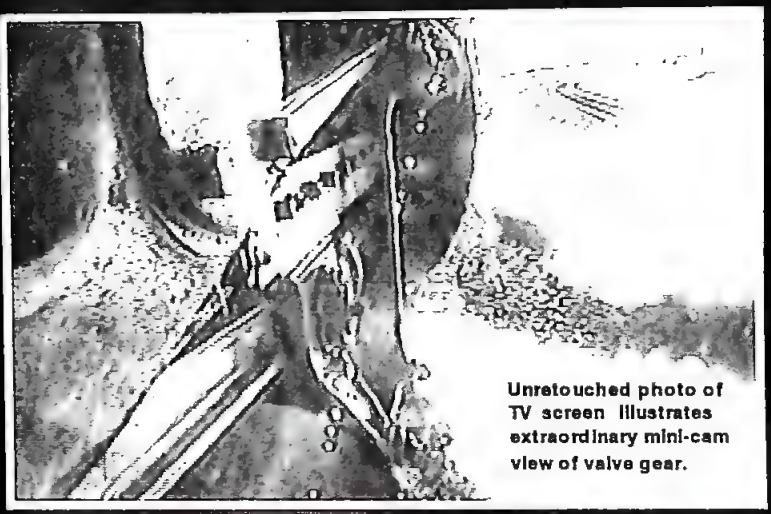

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dates. For more information contact the Colorado Railroad Museum at 17155 W. 44th Avenue, P.O. Box 10, Golden, CO 80402; 303/279-4591.

April 6-7, May 11-12, July 5-7 (NMRA Convention), August 17-18, September 28-29, December 7-8 (Santa Claus Train).

BOSTON, MASSACHUSETTS, April 13-20. Williamsburg Special from Boston and Northeast Corridor locations via Amtrak's *Colonial* to lodge at Colonial Williamsburg and enjoy the varied attractions and cuisine of Virginia's Tidewater Country. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; 617/361-4445.

"ERIE LIMITED" RAIL EXCURSION, April 13. United Railroad Historical Society and Friends of the New Jersey Railroad & Transportation Museum will sponsor 190-mile round trip to Port Jervis, New York, departing Newark, New Jersey, at 8:05am, Hoboken 9am, Rutherford 9:10am and Waldwick 9:30am, returning approximately 6pm. Power will be newly-restored E8s 834 and 835 in two-tone Erie green. Photo stops at Moodna Viaduct and other locations. Adults $45 from Newark, Hoboken or Rutherford, $42 from Waldwick. Children under 12 $20 from all points. Deluxe private car seating complete with onboard meal $125 (limited capacity). Moodna Viaduct photo stop participants should include an additional $3 per person for transportation at that site. Special fares for those who wish to detrain mid-way at Woodbury Commons Factory Outlet stores, $35 from Newark, Hoboken or Rutherford, $32 from Waldwick. Send check or money order (made out to URHS) with SASE, and note indicating your boarding point, to: URHS Train Tickets, W-11 Avon Drive, East Windsor, NJ 08520

MOUNTAIN LAKES, NEW JERSEY, April 14. Erie Lackawanna Historical Society "Spring Meet" at the Phoebe Snow Restaurant in ex-DL&W Mountain Lakes depot on Midvale Road. 12:30-10pm. Slides and vintage films of DL&W, Erie and EL. Fare includes dinner: non-members $30, members $26. For tickets and info, contact: Pete Hasler, 8 Misty Ridge Circle, Kinnelon, NJ 07405; 201/838-6265.

MADISON, NEW JERSEY, April 20. "Organizing for a New Jersey Railroad & Transportation Museum" public symposium at Drew University Hall of Science Auditorium, Route 24 (Madison Ave. / Main Street) in Madison, 9am-5pm. Public event featuring 20 presentations on the statewide effort to create a state museum. Meet the people and organizations behind this effort, which has already resulted in the Erie E8 restoration and operation. Sponsored by Friends of the New Jersey Railroad & Transportation Museum. Admission including lunch: Members FofNJRR&TM $10; admission including FofNJRR&TM membership, $25; after April 10 admission and lunch only, $15. Make checks payable to "FofNJRR&TM" and mail to Bill McKelvy, 103 Dogwood Lane, Berkeley Heights, NJ 07922.

OWEGO, NEW YORK, April 20. Tioga Central Railroad's Railfan Day presented by Southern Tier Division RRE. Special train, tentatively scheduled to be a 1960s freight, will depart Owego 9am and make several photo stops and runbys. Night photo session is planned. Train ride $25; night photo session $7, or $5 for those who also ride the train. Order early, as seating is limited. Send SASE to: Tioga Central Railfan Day, c/o Southern Tier Division RRE, P.O. Box 311, Binghamton, NY 13902-0311.

SILVER SPRING, MARYLAND, April 21. National Capital Trolley Museum will present a Trolley Car Spectacular from noon to 5pm. Ride as many as eight trolleys and see displays of work cars not normally available to the public. Also on display will be a collection of antique automobiles. Trolleys rides $2 for adults, $1.50 for ages 2-18. Contact: National Capital Trolley Museum, P.O. Box 4007, Colesville Branch, Silver Spring, MD 20904-0007; 301/384-6088.

CHICAGO, ILLINOIS, April 27. Omnibus Society of America will operate an excursion using a CTA "rear window" RTS vehicle (trip had previously been announced for April 13). Departs Union Station (210 S. Canal) 10am; returns 2pm. Adults $20, wives and children under 12 free. Contact: Omnibus Society of America, 15329 Chicago Road, Suite 12, Dolton, IL 60419; 708/251-2262.

PERRIS, CALIFORNIA, April 27-28. Annual Rail Festival at Orange Empire Railway Museum, 2201 South A Street, 9am-5pm. Ex-Ventura County Railroad Baldwin 2-6-2 No.2 will power trains between the museum and the Santa Fe depot in Perris. All restored rail equipment will be operational for riding, including 1918 PE red car and 1901 Irish double-deck trolley. Antique autos, entertainment, refreshments and more. Admission and one-day unlimited ride pass $8 for adults, $6 for ages 6-11 and free for children under 6. Contact: OERM, 2201 South A Street, Perris, CA 92370; 714/657-2605.

UNION PACIFIC 4-8-4 844 and 4-6-6-4 3985 to Sacramento Railfair '91 are scheduled to depart Cheyenne, Wyo., April 17 with a ferry move (not available to the public) to Rock Springs, continuing to Salt Lake City on April 18 for display at SLC on the 19th. On April 20 the 3985 will power public excursion trip excursion Ogden to McCammon and on April 21 a similar trip Salt Lake City to McCammon. The doubleheader will depart for Sacramento with a public excursion Salt Lake City to Elko on April 24, continuing to Portola on April 25 and into Sacramento on April 27 with many photo stops planned in Feather River Canyon. (Note: These dates for the SLC-Portola segments are different from those previously announced.) On May 3-12 they will display at Railfair. The return doubleheader will run Sacramento to Portola on May 13, to Winnemucca May 14, to Elko May 15, to Salt Lake City May 16, to Green River May 18 and into Cheyenne May 19.

Tickets for April 27 run down Feather River Canyon, with bus connections out of San Jose and overnight stay at Reno are $249; train ride only is $199. Contact: Central Coast Chapter NRHS, P.O. Box 434, Santa Clara, CA 95052.

Tickets for May 18-19 run east from Salt Lake City to Cheyenne with bus/air return are $276; SLC-Rock Springs only, $163. Contact: Union Pacific Historical Society, P.O. Box 5653, Arvada, CO 80005-0653.

Details on ticket sales for other trip segments are not yet available.

SOUTHERN PACIFIC 4-8-4 4449 to Sacramento Railfair '91 will depart Portland, Ore., with a passenger-carrying excursion to Klamath Falls on April 27 (diesel helper up Willamette Pass and Black Butte-Dunsmuir), continuing on to Sacramento April 28. The 4449 will display at Railfair on May 3-12. On May 17 it's scheduled to doublehead with 4-6-2 2472 (pending that locomotive's appearance at Railfair) Sacramento-Oakland, then return without 2472 to Sacramento. The 4449 heads north to Klamath Falls May 18 and on to Portland May 19. (Note: these dates for Sacramento-Oakland and Sacramento-Portland runs are different from those previously announced.) For schedule and fare information, contact: Northwest Rail Museum, P.O. Box 19342, Portland, OR 97219.

SPOKANE, PORTLAND & SEATTLE 4-8-4 700 run to Sacramento Railfair '91 via Deschutes River Canyon and Klamath Falls **HAS BEEN CANCELLED** according to Burlington Northern.

SANTA FE 4-8-4 3751 with the "*California Limited*" excursion to Sacramento Railfair '91 is scheduled to depart Los Angeles on April 29 with a run to Barstow via Fullerton, continuing over Tehachapi Loop to Bakersfield on the 30th and into Sacramento on May 1. After display May 3-12 at Railfair,

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the 4-8-4 will return with a run from Sacramento to Bakersfield on May 13, to Barstow on May 14 and into L.A. on May 15. (Diesel helper scheduled for Cajon and Tehachapi grades.) Final ticket prices for each segment have not yet been determined, but a $150 donation to the restoration project will guarantee a seat with the donation going toward the ticket price ($150 donation is *not* refundable if the train does not run). For more information on ticket prices, availability and fund-raising, contact: San Bernardino Railroad Historical Society, P.O. Box 936, Fontana, CA 92334-0936, or phone 800/321-3751 or 714/963-5281.

SACRAMENTO, CALIFORNIA, May 3-12, 1991. Railfair '91 at the California State Railroad Museum. Operating and display steam locomotives will attend this ten-day event marking the museum's 10th anniversary. Other equipment representing the past, present and future of railroading will also be on display. See listings above and RAILNEWS for updated schedules and routings of ferry moves to and from Sacramento. For more information, contact: Railfair '91, California State Railroad Museum, 111 I Street, Sacramento, CA 95814; 916/323-3153.

AMTRAK TO RAILFAIR. Travel via Amtrak's *Coast Starlight* from Los Angeles to Sacramento for Railfair '91. Depart May 4 and return May 6 or 7, or depart May 11 and return May 13 or 14. Four-day tours include trip to Mother Lode gold country. Contact: Pacific Railroad Society, P.O. Box 80726, San Marino, CA 91118-8726; 818/570-8651 or 213/283-0087.

DURANGO & SILVERTON Narrow Gauge Railroad 1991 schedule. All runs 3-foot gauge steam power, ex-D&RGW 2-8-2s. For more information contact: D&SNG, 479 Main Avenue, Durango, CO 81301; 303/247-2733. Times shown for the following round trips are departures from Durango.

May 4-September 29, Durango-Silverton, 8:30am.
May 25-October 27, Durango-Silverton, 9:30am.
June 10-August 25, Durango-Silverton, 10:15am.
June 24-August 18, Durango-Silverton, 7:30am.
July 1-August 18, Durango-Cascade, 4:30pm.
September 21, Photographer's Special.

RUTLAND, VERMONT, May 4-5. Rutland Railroad Historical Society Annual Convention at Holiday Inn, Centre of Vermont Complex, Route 7, South Main Street. Speakers, clinics, videos, model display, slides, etc. Registration fee $15, members $10. Contact: Rutland Railroad Historical Society, P.O. Box 6262, Rutland, VT 05701.

RAIL TRAVEL CENTER, 800/458-5394 or 802/527-1788, is offering the following North American rail tour packages:

Sacramento Railfair/Golden West, May 7-21. Travel on Amtrak, visit northern California tourist lines and see the big steam bash at Sacramento. From $1899.

Four Corners/Grand Canyon, May 28-June 10. Ride on Amtrak, Grand Canyon Railway, D&SNG and C&TS; tour major scenic highlights. From $1999.

Heart of Dixie/Blue Ridge Mountains, June 7-19. Ride various Amtrak routes plus NGA, TNVR, Cass, and other lines. From $1899.

BERKS COUNTY, PENNSYLVANIA, Visitors Information Association, VF Factory Outlet Complex, Park Road & Hill Avenue, P.O. Box 6677, Reading, PA 19610 (215/375-4085) is sponsoring the following excursions on the Blue Mountain & Reading Railroad (out of Temple and Hamburg, Pennsylvania). For more information, contact the BCVIA or phone the BM&R at 215/562-4083.

May 12, Mother's Day Excursions.
June 8-9, Children's Hobo Weekend.
June 16, Father's Day Excursions.
July 13-14, Revolutionary War Military Encampment.

PARIS, KENTUCKY, May 18-19. "Sentimental Journey II" steam-powered 100-mile round trip overnight to historic Maysville featuring Kentucky Central 2-6-2 No.11. Tunnels, rolling hills and more along the "Route of the Bluegrass." Planned tours and special events in Maysville, along with a Sunday trip to the quaint city of Washington. Send SASE to: Wesley Ross, KCRY, 1749 Bahama Road, Lexington, KY 40509, or phone 606/293-0807.

BANGOR, MAINE, May 24 and 25-26. Bangor & Aroostook Centennial Celebration excursions. Round trip Northern Maine Junction to Searsport May 24, $25.00. Weekend trip Northern Maine Junction-Presque Isle-Caribou-Houlton-Millinocket May 25-26, with overnight lodging, box lunches and Sunday breakfast, $188. Contact: 470 Railroad Club, 391 Cottage Road, South Portland, ME 04106; 207/767-2271 7pm-9pm.

EX-B&O/BR&P MEMORIAL DAY WEEKEND, May 25-27. Rare mileage trip on Buffalo & Pittsburgh; Pittsburg & Shawmut; Knox, Kane & Kinzua and Rochester & Southern. May 25 Buffalo- Butler; May 26 Butler-Marionville; May 27 Marionville-Rochester. Consist includes private cars *Caritas, Cimarron River* and *Dover Harbor*. Fare $995, roomette supplement $300. Amtrak connections available at additional cost. Contact: Yankee Clipper Rail Tours, Box 100, West Lynn, MA 01905.

ARKVILLE, NEW YORK, May 27-October 27. Delaware & Ulster Rail Rides on five miles of ex-Ulster & Delaware in the Catskills. Adults $7, ages 5-11 $4, under 5 free, seniors $5.50. Railfan Day is September 7. For complete schedule phone 800/225-4132, or contact: Delaware & Ulster Rail Ride, P.O. Box 310, Stamford, NY 12167.

CHICAGO, ILLINOIS, June 1. Railroad Club of Chicago will operate an excursion to Illinois Railway Museum in Union using regularly scheduled Metra service to Elgin and chartered bus beyond. Adult fare of $25 includes round trip rail and bus transportation with entrance to museum and unlimited rides on operating equipment. Contact: Railroad Club of Chicago, P.O. Box 8292, Chicago, IL 60680; 708/251-2262.

WEBSTER, NEW YORK, June 2, 9 and 16. Diesel-powered round trip excursion using ex-NYC stainless steel cars on ex-NYC trackage to East Williamson. The 28-mile, 1¾-hour trips depart noon, 2pm and 4pm. Adults $9, ages 5-12 $6, under 5 free. Send check and SASE to: NRHS Rochester, Summer Fun Trip-RF, P.O. Box 1161, Webster, NY 14580. For more information phone: 716/987-1305.

MORRISVILLE, VERMONT, June 15-16. Rare mileage trips on Lamoille Valley Railroad departing. 8:30am with Alco power. Morrisville-Swanton and return Saturday, Morrisville-St. Johnsbury and return Sunday. Photo runbys. $45 per day with lunch, or $80 for both days. Contact: Lamoille Valley Railroad, R.D. 1, Box 790, Morrisville, VT 05661; 802/888-4255.

NEW JERSEY MUSEUM OF TRANSPORTATION and Pine Creek Railroad, located in Allaire State Park, GSP Exit 98/I-195 Exit 31, will host the following special rail events. For more information contact: NJMT Pine Creek Railroad, P.O. Box 622, Allaire, NJ 07727-0622; 908/938-5524.

June 16, Father's Day. PCRR and 7th VA Cavalry Civil War Reenactment Group perform Annual Great Locomotive Chase hourly noon-5pm, with train rides between battles.

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CHAMA, NEW MEXICO, June 22. Third Annual Moonlight Charter Train Ride on the Cumbres & Toltec Scenic Railroad departs Chama mid-afternoon, performs a meet and photo runbys en route and returns by moonlight. Complete steak dinner at new Osier dining facility. Railroad slide show night before. Tickets $50.00 (partially tax-deductible). Contact: Friends of the C&TS, 7801 Academy NE, Building 2, Suite 102, Albuquerque, NM 87109.

EXPLORERS V rare mileage trip on SP/D&RGW June 29-July 7. Special train will depart from and return to Denver, traveling through Royal Gorge and on Modoc and Siskiyou lines. Very limited capacity. Contact: High Iron Travel, P.O. Box 954, Plaistow, NH 03865.

EAST TROY, WISCONSIN, June 30. Central Electric Railfans Association will operate a fantrip over lines of the East Troy Electric Railroad in commemoration of 40th anniversary of abandonment of Milwaukee Rapid Transit and Speedrail. Originates in Chicago using Metra equipment to Fox Lake, and chartered bus beyond. Adults $30, under 12 $20. Contact: CERA, P.O. Box 8292, Chicago, IL 60690.

SEATTLE, WASHINGTON, July 26-August 5. West Coast Explorer rail trip out of Seattle visiting Puget Sound & Snoqualmie, Yakima Trolley, *Spirit of Washington* dinner train, Lewis & Clark Railway, MAX Trolley and zoo railway in Portland, Oregon Coastline Express, California Western, Napa Valley Wine Train, California Railway Museum, Feather River Canyon, Sumpter Valley, City of Prineville, Hood River Railroad, sternwheel riverboat and more. Contact: Townsend Tours, P.O. Box 504, Port Hadlock, WA 98339; 206/385-7735.

NRHS 1991 CONVENTION, August 7-10, 1991. The Collis P. Huntington Chapter NRHS will host the 1991 NRHS National Convention in Huntington, West Virginia. Headquarters for the convention will be at the Raddisson Hotel. Flea market and model railroad show at Huntington Civic Center Main Arena August 8-10. Scheduled activities and passenger excursions are as follows:

August 7, N&W streamlined Class J 4-8-4 611 round trip Kenova-Iaeger, W.V.

August 8, tour of CSX Huntington shops; Nickel Plate 2-8-4 765 and Pere Marquette 2-8-4 1225 side-by-side on double track Huntington-St. Albans, with photo runbys; Jim Boyd night photo session featuring the 611, 765, 1225 and CSX Fs.

August 9, 611 round trip Kenova-Portsmouth, Ohio.; board and membership meetings; three runs around Huntington Loop with CSX Fs; annual banquet.

August 10, 765 and 1225 doublehead New River round trip Huntington-Hinton.

For more information contact: Collis P. Huntington Chapter NRHS, P.O. Box 271, Huntington, WV 25707; 304/522-6140.

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LET'S TRAVEL TOURS, P.O. Box 2768, Riverside, CA 92516-2768 (714/787-8350) is sponsoring a three-car special to run from Nogales to Guayamas and Los Mochis, Mexico, April 14-21 with recently-restored ex-D&H Alco PA DH-17 scheduled as power. Includes tour of shops at Empalme and Benjamin Hill, visit to steam-powered sugar railway at Los Mochis and a ride behind an 0-6-0 across the Guaymas Causeway. Three nights will be spent at famed SP-built Hotel Playa de Cortes resort. Fare of $955 ($985 if by credit card) per person double occupancy covers all transportation, lodging, transfers and some meals.

TRAINS UNLIMITED TOURS, P.O. Box 1997, Portola, CA 96122 (916/836-1745) is offering the following foreign rail tours:

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Deep South Latin Express, October 4-November 2 or October 18-November 2. From $3195.

TEFS LIMITED, 189 Spring Beauty Drive, Lawrenceville, NJ 08648, is sponsoring the following tours:

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Jordan & Syria, July 14-23. Famous "Hedjaz" steam spectacular.

Zimbabwe, July 27-August 9. Garratts to Victoria Falls and beyond.

JOHANNESBURG, SOUTH AFRICA, July 22-August 4. "A Brush With Steam" railfan tour sponsored by Transnet Museum, with special guest renowned rail artist and preservationist David Shepherd. Full 14-day tour includes trips to Eastern Transvaal, Kruger National Park and Kimberley Steam Festival; options available for ET and KNP only, or KSF only. Steam locomotives are scheduled to power all trains, which feature a variety of coach, sleeping and dining accommodations. For fares and other information contact: Transnet, P.O. Box 3753, Johannesburg, South Africa 2000.

RAILROADIANA MEETS

MILAN, OHIO, April 7. Vietnam Veterans of America Train Show & Swap Meet at EHOVE Joint Vocational School, 316 W. Mason Road, 10am-4pm. Adults $2, under 12 free. Contact: Dave Ballard, 23 Pearl Street, Norwalk, OH 44857; 419/668-2064.

LONDON, ONTARIO, April 13. Forest City Railway Society's 17th Annual Slide Trade & Sale Day at All Saints' Church, Hamilton at Inkerman, 1-5pm. Admission $2. Dealers welcome. Contact: Ian Platt, R.R. 3, Ingersoll, Ontario, CANADA N5C 3J6; 519/485-2817.

ORLANDO, FLORIDA, April 13. Annual Sunshine Railroadiana & Collectors Association Train Show at Central Florida Fairgrounds, 4603 West Colonial Drive, 9am-2:30pm. Models and collectables. Admission $2, 12 and under free. Contact: Phil Cross, 410 N. Lakeview Avenue, Winter Garden, FL 34787; 407-646-5056.

BUCYRUS, OHIO, April 14. Bucyrus Model Railroad Association Train Show & Swap Meet at Bucyrus High School, 900 W. Perry Street, 10am-4pm. Admission $2, ages six and under free. Operating layouts, videos, memorabilia and more. Contact: John R. Reiter, 6112 State Route 42, Mt. Gilead, OH 43338; 419/946-3280.

COLUMBUS, OHIO, April 14. Buckeye Railroadiana & Model Train Show and Sale at Ohio State Fairgrounds Lausche Building, 10am-5pm. Adults $4, under 12 free. Send LSASE to: Gordon Hartranft, 58 Creed Circle, Campbell, OH 44405; 216/755-1914.

WILMINGTON, NORTH CAROLINA, April 20. 2nd Coastal Toy & Train Show at Trask Coliseum, UNC-W Campus, 9am-4pm. Admission $3. Contact: Carolina Hobby Expo, 3452 Odell School Road, Concord, NC 28027; 704/786-8373.

ST. LOUIS, MISSOURI, April 20. McDonnell Douglas Railroad Club Railroad Swap Meet at Greensfelder Recreation Complex, 550 Weldman Road, 10am-3pm. Free admission, tables $10. Contact: Bill Holmes, 1402 Langholm Drive, Florissant, MO 63031; 314/837-5664 after 6:30pm Central Time.

TOPSHAM, MAINE, April 20. Downeast Railroad Club 10th Annual Spring Show at Mt. Ararar School, U.S. Route 201, 9:30am-4:30pm. Adults $2, ages 6-12 $1, family maximum $5. Contact: Downeast Railroad Club, Box 285, Brunswick, ME 04011; or phone Robert C. Baker, Sr., 207/725-4931 or Eugene Fletcher, 207/729-5227.

KINGSTON, ONTARIO, April 20-21. Kingston Division of Canadian Railroad Historical Association Kingston Rail-O-Rama at Portsmouth Olympic Harbour, 11am-5pm. Adults $3, seniors $2, children $1. Contact: Bill Thomson, R.R. 3, Bath, Ontario, CANADA K0H 1G0; 613/389-9392.

PEORIA, ILLINOIS, April 21. Illinois Valley and River City Railroad Clubs.Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-4pm. Admission $2, under 13 free, tables $7 in advance. Contact: Rick Dolanc, 4028 W. Hillmont, Peoria, IL 61615.

LATROBE, PENNSYLVANIA, April 21. Western Pennsylvania Antique & Collectable Show at Rostraver Gardens Arena, 3 miles north of I-70 on Route 51, 15 miles south of Pittsburgh, 9am-3pm. 7am early admission $10. Contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

GREAT AMERICAN TRAIN SHOW 1990 schedule. Operating layouts, club displays, national and local sellers. Admission $4.50 plus tax, children under 12 free with adult. 11am-6pm each day. Contact: GATS Limited, 312/834-0652.

May 4-5, Sacramento Community Convention Center, 14th & J Streets, Sacramento, California.

June 22-23, Commonwealth Convention Center, 221 4th Avenue, Louisville, Kentucky.

COLUMBUS, OHIO, May 5. Greatest Collectible Show on Earth at Columbus Fairgrounds, Exit 111-171, 17th Avenue West. 1500 tables of trains, toys, models, comics and more. Tables $30, or two for $55, three for $75, four for $90. For admission and other information contact: K. Crispin, 301 W. Monroe Street, Latrobe, PA 15650; 412/539-8821.

BENNINGTON, VERMONT, May 11. 14th Annual Bicentennial Train Meet at Catamount School, School Street, 10am-4pm. Adults $2.50, ages 6-12 $1, under 6 free. Contact: Neil or Karen Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

DENVER, COLORADO, May 19. First Annual Denver Railroad Memorabilia Show and Sale at Denver Merchandise Mart, I-25 near I-70. Over 200 tables. Admission $4, under 12 free. For information send LSASE to: Miller, 3106 N. Rochester Street, Arlington, VA 22213; 703/536-2954.

FORT WORTH, TEXAS, May 26. Lone Star Train Fair at Will Rogers Memorial Center, 10am-5pm. Over 250 tables. Admission $4, under 12 free. Send LSASE to: Terry Adams, 4220 Shannon Drive, Fort Worth, TX 76116; 817/732-2117.

FRANKLIN SQUARE, NEW YORK, May 26. Railroad Line Train Meet at VFW Hall, 68 Lincoln Road, 9am-1pm. Buy, sell, trade. Admission $3, under 12 free with adult. Contact: R. Romano, 516/775-4801.

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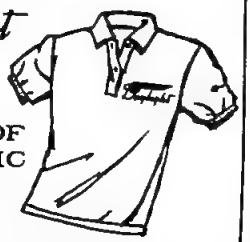

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What's New?

Logging Railroads of South Carolina by Thomas Fetters is a 246-page 8½"×11" hardcover study of the 258 independent and commercial logging lines that at one time crisscrossed the forests and swamps of South Carolina. This would make a great source for quick reference to the history of these railroads. The first two chapters outline the terrain on which these roads built, as well as the equipment they used. The following twelve chapters touch on each logging outfit, sorting them out by geographic area. More than 170 black & white photos and 82 maps and illustrations provide excellent visual interpretation of each railroad. There's a 26-page compilation of engine rosters for North Carolina's lumber railroads and tramways, plus six pages of rosters for the state's short lines and various cross-references for three-foot gauge locomotives, geared and other unusual steam locomotives and common carrier logging railroads. It sells for $42.95 plus $2.50 shipping (Ill. res. add tax) from Heimburger House Publishing, 7236 West Madison Street, Forest Park, IL 60130.

Robert Del Grosso's latest field guide to railroads in the Pacific Northwest is the *Burlington Northern Trackside Guide to the Columbia River Gorge*, a 34-page, 8½"×11" softcover full of vital information for railfans planning to check out the fast and fascinating action on the old SP&S main line on the north shore of the river. The text opens with a bit of history on the gorge and a summary of BN's current operations there, then proceeds with a section-by-section description of the line and its access points between Pasco and Vancouver, Washington. The reproduction of the dozens of black & white photographs is less than superb, but the subject matter and compositions are terrific, especially the panoramic shots showing long BN trains dwarfed by those beautiful walls of volcanic rock that run nearly the entire length of the gorge. As in the previous guides, this one wraps up with seven pages of 1:250,000-scale USGS topographic maps. It sells for $10.95 postpaid from Great Northern Pacific Publications, Route 4, Box 627-A, Bonners Ferry, ID 83805. Incidentally, the previously-released 34-page *Burlington Northern Trackside Guide From Pasco to East Glacier* has sold out, and a revised 48-page version titled *Burlington Northern Trackside Guide From Pasco to Marias Pass* should be available by the time you read this. Priced at $11.95, it covers the ex-NP main from Pasco east through Spokane to Sandpoint, Idaho, then the ex-GN main from Sandpoint east to Montana's rugged Marias Pass.

Building a Lima Locomotive by Scott Trostel is an 88-page 8½"×11" softcover look at the engine building process at the Lima Locomotive Works in 1924. From the boiler shop and foundry and forge shop to the huge erecting floor, the text and more than 60 excellent company photos, illustrations and maps tell what it was like to assemble the various components into a working locomotive. The underlying theme follows the progress in building an Illinois Central 2-8-2 from beginning to end. There's even coverage on remarkable machine tools such as steam hammers that could pack 24,000 pounds of impact. Anyone seriously interested in steam will find this fascinating, and the price is quite remarkable at $14.95 plus $2.25 shipping (Ohio res. add 6% tax) from Cam-Tech Publishing, P.O. Box 341, Fletcher, OH 45326-0341.

Calendar Call

The last trickle of 1991 calendars included the all-black & white effort from the Cotton Belt Rail Historical Society. Folding out vertically to 11"×17", it contains vintage builders photos of Baldwin 2-8-0s, a 4-4-2 and a 4-6-0, plus shots of contemporary excursions led by Cotton Belt 4-8-4 819. Even the 1990 NRHS convention lineups at St. Louis with UP 844 and Frisco 1522 are shown in this calendar, which sells for $5.00 postpaid from the Cotton Belt Rail Historical Society, P.O. Box 2044, Pine Bluff, AR 71613.

The 11"×17" "Indiana Hi-Rail 1991 Calendar" offers black & white pictures of IHRC motive power and personnel. Alco C420s are shown switching at Bluffton and rolling freight across the Illinois prairie, while RS11s lead coal hoppers through a transfer station on the Ohio River, a GP35 crosses the NS at Maple Grove, Ohio, and an SW1200 waits to depart Connersville on a winter's

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LEHIGH & HUDSON RIVER, VOL. I: The West End By Crist & Krause. This prosperous bridge line may have been short on miles, but it was long on scenic interest and always a favorite with local fans. **The West End** follows its path across northwestern N.J. to the Allentown terminus. 48pp, softcover, **CS5**.....$9.95

LEHIGH & HUDSON RIVER, VOL. II: The East End By Crist & Krause. This companion to volume I features the D&H's eastern trackage, presenting even more of its unique history in words and photos. Steam, diesel, passenger cars, ore cars, cabeese, snow plows, stations, shops, and yards are all covered; and would you believe, Santa Claus, too? 48pp, softcover, **CS6**.....$9.95

THE FINAL YEARS: NYO&W Railway By John Krause and Ed Crist. The finest compilation of New York, Ontario & Western Railway photos ever assembled. Top rail photographers capture this famous eastern coal carrier's last twenty years of steam and diesel power. 96pp, softcover **C61**.....$15.95

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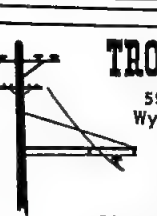

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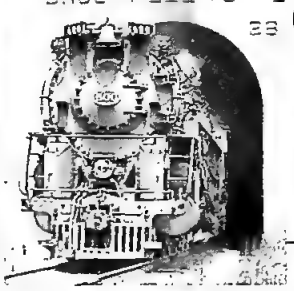

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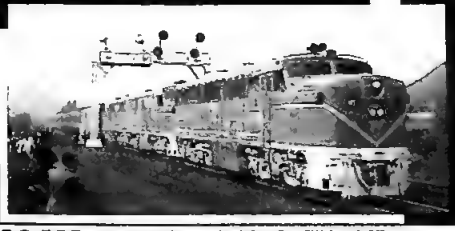

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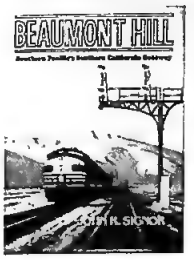
day. The people pictures include a car welder, operators throwing Armstrong levers in Tiffin Tower and local model Shelly Blackburn posed on an SW1200. Not all of the photos were printed razor sharp, but IHRC fans should still enjoy this calendar which sells for $3.00 postpaid from Kim Thurlow, IHRC, R.R. 1, Connersville, IN 47331.

The "New York Central 1991 Calendar" opens with a color reproduction of the classic Walter Green painting *Thoroughbreds*, depicting 4-6-4s poised for departure at La Salle Street Station, then continues with black & white photos of NYC tugboats; K3p 3310 rolling the *Twentieth Century Limited*; 4-4-0 No.15 *Pilot*; F7s leading freight at South Bend; an H10b at Ypsilanti, Michigan; Es crossing the St. Joseph River at Niles, Mich., and idling at Cincinnati; Boston & Albany K14g 579 at Westfield, Mass.; H10b 2361 with freight in Ohio; two GP9s and a GP7 leading the *James Whitcomb Riley*; the Briarcliff Manor, N.Y., depot and 1889 Pony inspection loco No.26 *Ontario*. Items of NYC history fill the date blocks in this 11"×17" calendar, which sells for $5.95 (Oh. res. add 35¢ tax) from New York Central System Historical Society, Department C, P.O. Box 58994, Philadelphia, PA 19102-8994.

Some very interesting color photography from New Zealand is found in the "Rangitikei Railfans 1991 Calendar." Folding out vertically to 11½"×16½", its mix of subject matter includes J-Class 4-8-2 1211 (black and streamlined much like an N&W J-Class 4-8-4) on a 1989 fantrip and plenty of 1960s views with the distinctively handsome 4-8-4s, 4-6-2s, a 4-8-0 and a 2-6-2 in regular service out on the main line and busy working terminal trackage. The diesel era is represented, too, in various units with a fascinating mix of U.S. and British characteristics ranging from Baldwin-like road switchers to double-ended F-units and British-looking main line electrics. The color schemes are also quite varied. With very nice photo reproduction and attractive layout (do they always put the date block on top and the photo underneath in the Southern Hemisphere?), it sells for $13.50 airmail postpaid from Rangitikei Railfans Group, P.O. Box 2722, Wellington, NEW ZEALAND.

Book Reviews



Beaumont Hill: Southern Pacific's Southern California Gateway, by John R. Signor, published by Golden West Books, P.O. Box 80250, San Marino, CA 91118-8250; 174 8½"×11" pages, hardcover, $48.95 (Cal. res. add tax).

This SP mountain grade, covered in my feature article in this issue, is also the subject of a great new hardcover from Golden West Books. With *Beaumont Hill*, John Signor adds another volume to his series of books on Southern Pacific history (others include *Tehachapi, Donner Pass* and *Rails in the Shadow of Mt. Shasta*). Beginning with the early mission trails of the 18th Century and ending with today's double track, CTC-controlled main line, the thorough text provides a history of the Beaumont Hill line and

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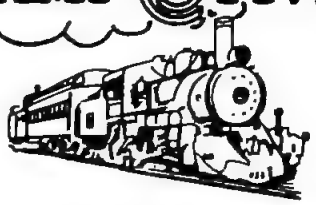

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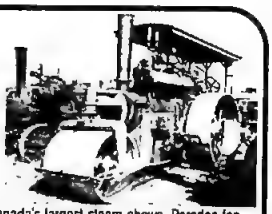

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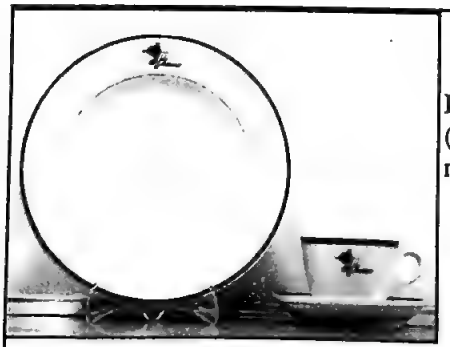

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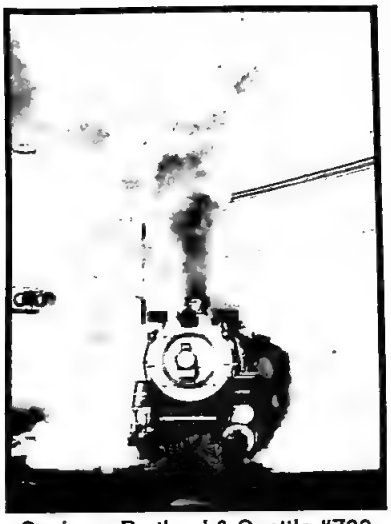

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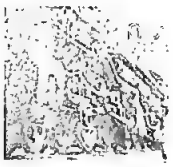
the surrounding area. The challenge of overcoming a stiff mountain grade combined with a harsh desert climate (where 120°-plus temperatures are routine) is clearly described, as well as the large part SP played both politically and physically in turning this desert wasteland into productive farmland. This desert railroad even fought floods!

I particularly enjoyed Donald Duke's introduction. His description of a day's railfanning on Beaumont Hill in 1944 underscores how little the hobby has changed in almost 50 years, rather than how different it is.

This is primarily a picture book, however, and Signor has assembled an excellent photographic history of an area that was infrequently photographed because of its proximity to the more famous Tehachapi and Cajon passes — and because of its harsh climate. Starting with an 1875 view of the three-stall Colton roundhouse, the evolution of motive power and architecture on the hill is shown as viewed through the cameras of railfans and company photographers. Action shots taken in 1915 of Mallets in helper service give way to 2-8-2s and 2-10-2s in the 1920s and '30s and finally show the last days of steam with Cab Forwards and 4-8-4s. A certain pair of young railfans named Dick Steinheimer and and Don Sims are well represented with superb night photos and desert vistas. The diesel is well documented also, from the "Black Widow" F-units and Geeps of the 1950s to today's microprocessor-controlled giants.

The last chapter on modern operations is a showplace for the long lens talents of Ted Benson. The majority of the photos focus on the Colton-Indio segment of Beaumont Hill, but there is good coverage of the Imperial Valley east of Indio, the annual sugar beet movements over the hill and the Inter-California Railway, an SP subsidiary that operated from the Imperial Valley through northern Mexico to El Paso. Almost exclusively black & white, the photo selection offers only a few color pages, these focusing primarily on the steam-to-diesel transition with a few latter day shots (including a set of Krauss-Maffei diesel-hyraulics in helper service). The photographs are supplemented by reproductions of early timetables and advertising art, as well as excellent maps drawn by Signor.

Golden West has done a good job producing *Beaumont Hill*, with good printing and photo reproduction. This book is a "must have" for hardcore SP fans and should be on the list of anyone interested in quality photographs of southern California railroading — JOHN SISTRUNK.



Compact Disc Review

"Sounds of Trains, Volume 3 and Volume 4," produced by Brad Miller's Mobile Fidelity Productions and manufactured and distributed by Bainbridge Records, P.O. Box 8248, Van Nuys, CA 91409-8248; 213/476-0631. Each one hour recording available on compact disc, $14.98 each, or audio tape cassette, $8.98 each, plus $4.00 UPS shipping and handling (Cal. res. add 6.5% tax). Buy two or more titles and save $1.00 on each.

Brad Miller has been recording steam locomotives since the late 1950s and has probably spent more time working with trains than anyone else in the audio business today. In recent years he has pioneered in the field of digital recording and introduced the awesome capabilities of the "Colossus" portable digital recording system to the rail community. With a four-channel MS-4 "soundfield" microphone capable of faithfully reproducing an entire symphony orchestra from a single position and still handling the sheer volume and range of a space shuttle launch with a flat response from 2 Hz to 20 kHz, this system adds a whole new dimension to railroad sound recording — especially when combined with the digital reproduction capabilities of the compact disc with its total lack of background noise.

And the action captured on these two discs is worthy of the technology.

"Sounds of Trains, Volume 3" features three well-known Canadian locomotives: CNR "Bullet-Nosed Betty" 4-8-2 6060 and BC Rail's ex-CPR Royal Hudson 2860 and 2-8-0 3716, all recorded on the Colossus between 1986 and 1988. The first three tracks on this CD are fairly conventional but spirited runbys with Royal Hudson 2860, followed by October 1988 doubleheaders with the 2860 and CNR 6060. Then we get the gutsy 2-8-0 ascending the Pavillion Loop and more of the 2860-6060 doubleheader before settling down on the tender of the 3716, staring into the stack of the 2860, as the driver-diameter-mismatched doubleheader does a magnificent 17½-minute assault of the 2.2% grade out of Pemberton. The steadily slogging 2-8-0 is drowned out most of the time by the furious hammering and frequent slipping of the Royal Hudson, as it clearly demon-

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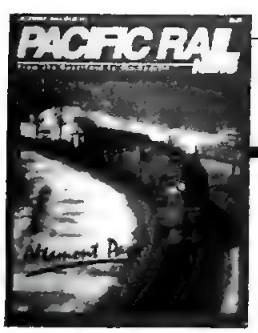

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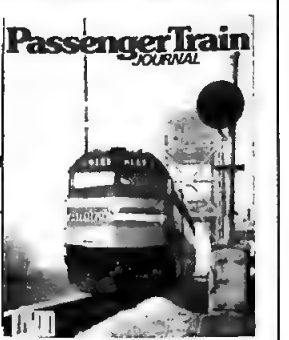

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strates why a 90-mile-an-hour speedster needs a 2-8-0 helper on a BC Rail main line grade. Two more tracks of the 3716 wrap up this one-hour production.

The digital recording and CD playback have enough dynamic range to authentically capture a heretofore impossible range of loudness. This is most noticeable in the whistles. Did you ever notice on almost any analog recording (audio tape or video soundtrack) how the exhaust will usually "disappear" when blown away by the whistle as manual or automatic level control cuts in. On the Colossus, nobody touches the level, and the exhaust stays constant while the whistle punches through with full impact and contrast.

"Sounds of Trains, Volume 4" takes us to the 1990 NRHS Convention at St. Louis and then out onto the UP main line for some Challenger action. The first few tracks feature one of the most renowned "sound" locomotives running today: Frisco 4-8-2 1522. Recorded on the Convention trip to Newburgh, Mo., this includes runbys, a fast pacing sequence and a seven-minute attack on Rolla Hill. The 1522 then doubleheads with UP 4-8-4 844 on the move out to the Museum of Transport in another wonderful example of mismatched driver diameters (as a 1522 crewman noted, "we talk faster than he does").

All of the doubleheaders up to this point have been "real life" events, but Miller has some fun with his "digital dispatcher" in creating some doubleheaders and lineside "meets" by cross-editing sequences recorded at different times — and the liner notes explain each sequence in intent and actual recording detail, just to keep things honest. The effect is very interesting and tastefully done, however, introduced on the first track of "Volume 4" with N&W 2-6-6-4 1218 approaching as the 1522 fades into the distance in a realistic-sounding main line "meet." In a similar sequence, Cotton Belt 4-8-4 819 "meets itself" arriving in Illmo and departing Dupo. This is carried to a near-chaotic extreme on Track 13 as the UP 4-6-6-4 digitally doubleheads with the 844 and meets itself doubleheaded with itself coming the other way (sounds like an R&R deadline week). With the clarity of all-digital recording, mixing and reproduction, you can hear each locomotive and keep the two approaching trains distinctly separated on stereo playback. It's uncanny.

Digital trickery aside, the disc also includes the 3985 on the impressive American President Lines 143-car stack train on Au-

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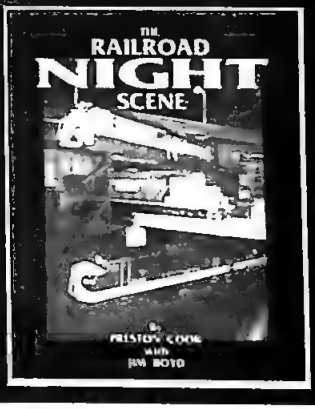

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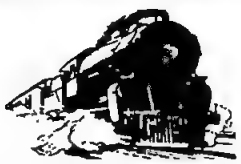

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gust 1, 1990, attacking Archer Hill at 50 m.p.h.! In addition to the expected roar of the huge articulated working at near capacity, a pleasant surprise is the unusual rhythm of the passing stack train. We hear this train again digitally meeting itself coming west with Steve Lee's IC steamboat whistle now is use. The disc wraps up with two new performers in a digitally blended scene: Nickel Plate 2-8-4 765 in the New River Gorge and 4-6-2 425 on the Blue Mountain & Reading (where our little Four an' a Quarter proves to be no slouch in the sound department).

Although they are impressive as audio cassette tapes, the full depth of these recordings really comes through on the compact disc. It adds a rich new dimension to locomotive sound recordings — J.B.

Videos

BY MIKE DEL VECCHIO

New Arrivals

"Midwest Steam," from ECO Works, P.O. Box 9361, Wyoming, MI 49509-0361, documents primarily the October 20, 1990, 24-car freight train hauled by Pere Marquette 2-8-4 1225 on CSX between Plymouth and Grand Rapids, Michigan, plus a June 1989 Shiawassee Valley Railroad Company 1225 excursion, a July 1990 Fort Wayne to Chicago round trip with N&W 2-6-6-4 1218 and footage from the 1990 Cass Railfan Weekend. The 1225 footage is mostly runbys with a few starts and stops with the freight train; the same with the 1218 and its passenger train. The Cass Railfan Weekend footage includes mostly on-train scenes plus the Shays switching in the yard, runbys with the triple-header (two Shays and a Heisler) and the authentic skeleton-flat log train. The video quality is professional, the compositions are straight forward and generally steady, and the whole show is un-narrated (information on locations, etc., is included on a "crib-sheet"). Edited more for the hardcore viewer, this is ECO Works' first national effort. VHS only, 90 minutes $40.00 (Mich. res. add 4% sales tax).

If you enjoyed our coverage of the Philadelphia PCCs in the April '91 issue, "Trolleys of Philadelphia" from Railroad Video Productions, 281 Willow Dell Lane, Leola, PA 17450, should strike a welcome note. The Philly PCCs run entirely in the pavement and the PCC coverage here is primarily on the 15 Westmoreland loop and Girard line and the Route 23 to Germantown and Chestnut Hill. There is also coverage of the Kawasaki "Kow" cars, the trolley busses and even an articulated bus or two. The footage is generally curbside and down-the-street views of the cars in traffic. And they meet and pass each other often. This is one of the oldest trolley systems in the country, and many of the neighborhoods haven't changed all that much. There are some angles here that I

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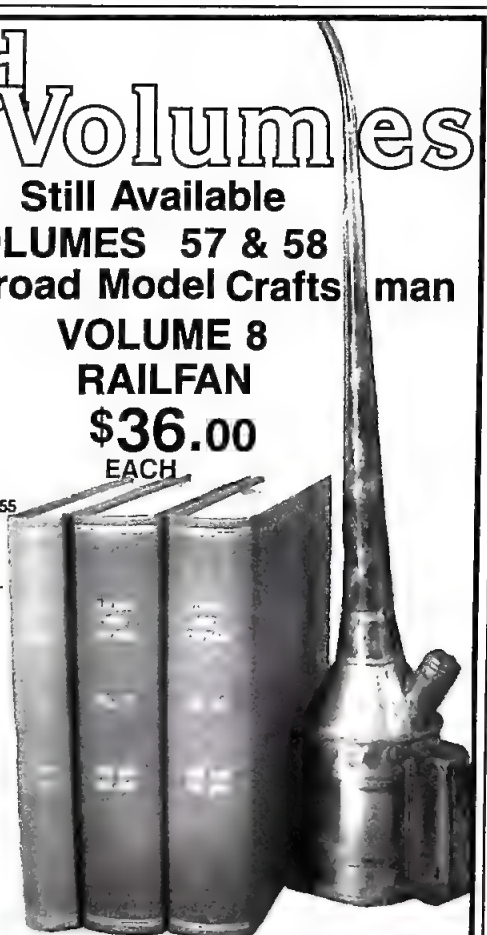

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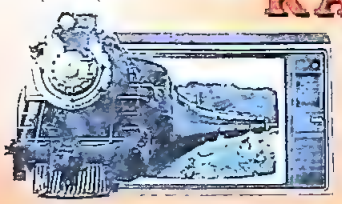

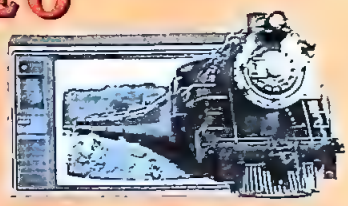

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"PRR Mainline Steam" Double headed PRR power trackside action from Strasburg, PA to 30th Street Sta. Phila. and return. Color, Sound, One Hour 33 45

"PRR Double Headed Steam" Same train as above from Strasburg, PA to the Rockville Bridge and return. Trackside action One Hour 33 45

"Strasburg Steam" Live steam action on the oldest operating steam railroad in the country. Features run-bys cab ride
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"The Northeast Corridor Part I" Trackside action from Amtrak's Sunnyside Yard, Queens, N.Y to Newark, N.J. featuring Amtrak, Long Island, N.J Transit and PATH trains, towers, stations, tunnels and bridges. One Hour 33 45

"The Northeast Corridor Part II" Trackside action of Amtrak's N.E. corridor between "Hunter" tower at Newark, N.J to "Union" Tower at Rahway, N.J. featuring trains of Amtrak, N.J. Transit, and Conrail as well as towers, bridges, tunnels, and stations.
Color, Sound, One Hour 33 45

"Northeast Corridor, Part III" Passenger and Freight trackside action from Colonia to Trenton, New Jersey
Color, Sound, One Hour $33.45

"Amtrak's Harrisburg Line" Trackside action on the former PRR (now operated by Amtrak) between Harrisburg and 30th Street Station, Philadelphia, PA featuring trains of Amtrak, SEPTA and Conrail with a variety of equipment.
Color, Sound, One Hour 33 45

"Burlington Northern E-8 Diesels" Trackside action of BN E-8 diesels in passenger service on Chicago commuter lines and Chicago Union Station at rush hour Color, Sound, One Hour .33 45

"Tracking The Big Apple" Trackside action of New York City elevated lines, Metro-North at 125th St. Station, and the Long Island Rail Road. Color, Sound, One Hour 33 45

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"Conrail Fast Freights-The Middle Division" Trackside action of freight and passenger trains between Lewistown and Enola, PA. Color, Sound, One Hour 33 45

"Conrail Fast Freight - Juniata Rails" Freight and passenger trackside action between Lewistown and Altoona, Pennsylvania
Color, Sound, One Hour $33.45

"Conrail Fast Frieghts-The River Line" Trackside action of Conrail freights on the Hudson River line
Color, Sound, One Hour 33 45

"Railroading In Canada" Variety of motive power and train consists on Canadian freight/passenger moves at midwest locations Color, Sound One Hour 33 45

"Trolleys Of Philadelphia" Trackside action of PCC, Kawasaki and trackless trolleys in Phila., PA. Color, Sound, One Hour. 33 45

"Trolleys Of Pittsburgh" Trackside action of PCC cars in Pittsburgh from 1975 to 1980
Color, Background Music, One Hour 33.45

"Trolleys Of Boston" Trackside action of Boston trolleys in the 1970s Color, Background Music, One Hour 33.45

VINTAGE TRACKSIDE ACTION

"PRR Power" Vintage trackside action of PRR electrics, diesel and steam Color, Sound One Hour 33 45

"PRR Power Volume II" All vintage PRR steam in action between 1946 and 1956 at many locations including South Amboy, Camden, Baltimore, Phila., Horse Shoe Curve & Altoona. Color, Sound, One Hour. 33 45

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"GG-1 Volume II" Vintage trackside action of the famous GG-1 electrics in their last years of service
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"A Look Back In Time" PRR/Reading vintage footage featuring steam with some early diesels and electrics. Includes PRSL footage Color, B&W, Sound, One Hour. 33 45

"The End Of An Era" Vintage footage of Erie, LV, CNJ, Reading, Lackawanna, D&H, Rahway Valley operating in Northern N.J during the 40's and 50's
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"Memories Of The Baltimore and Ohio" Vintage steam and diesel footage, plus the B&O produced vintage movie "Meeting The Challenge" (1946) Color, B&W, Sound, One Hour 33 45

"Trolleys Of Pennsylvania" Vintage footage dating back to 1930. Featuring many of the trolley lines that operated in Pennsylvania at locations including Lancaster, Altoona, Johnstown, Greensburg, Pittsburgh, Phila., Norristown, Reading, Hershey, and Allentown.
Color, B&W, Background Music, One Hour 33.45

"Traction Action" Features trackside action of over 30 trolley lines from coast to coast between 1930-1950
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1. **"Within The Oval"** Color, Sound (N.Y. Central)
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3. **"Safety At The Crossroads"** B&W, Sound (Reading Co.)
Total Running Time One Hour 33.45

"PRR Vintage Movies" Produced by the PRR
1 **"What In Blazes"** Color, Sound
2 **"Clear Track Ahead"** B&W, Sound
3 **"GG-1 Head-End Highlights"** B&W, Sound
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1 **"Progress On The Rails"** Produced by the PRR
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4. **"Snow And Steam"** Produced by British Rails
B&W, Sound One Hour 33 45

"Classic Railroad Archives Volume II" Three vintage railroad movies produced by the AAR
1 **"Something For Everyone"**
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3 **"Flight Of The Century"** (early version) NYC
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"Classic Railroad Archives Volume IV" Three vintage railroad movies.
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2. **"End Of An Era"** Produced by Raytheon Corp
3 **"Ichabod, The Man Without A Head"** Produced by the AAR
Color, Sound, One Hour 33 45

"Classic Railroad Archives Volume V" Four vintage railroad movies.
1 **"On The Track"** Produced by the AAR
2 **"Milestones Of Progress"** Produced by the AAR
3 **"Tomorrow's Railroads"** Produced by the Waugh Equip. Corp
4 **"Easy Does It"** Produced by the AAR
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would have liked to have seen *before* going down there. The weather was sunny, and the coverage is pretty complete with a minimum of narration. 60 minutes, $33.45 postpaid (Pa. res. add 6% sales tax).

Feature Reviews: Yakima SteamFest

One of the real "sleeper" railfan events of 1990 was the Yakima SteamFest held last October 12-21 in central Washington state. The gathering of steam was sponsored by the Washington Central Railroad in cooperation with the *Spirit of Washington Dinner Train* and was covered in an article in the January '91 R&R. SP 4-8-4 *Daylight* 4449 and SP&S 4-8-4 700 (on its maiden public outing) were the co-stars, with former Great Western 2-8-0 No.51 in the supporting role. During the first weekend, the excursion trains were powered by the 4449 and the second weekend by the 700, with the 51 doing duty on both weekends. The SteamFest excursions were run on the Washington Central's 149 miles of former-NP main line between Kennewick and Cle Elum and the branch line to Granger. The main line running included the spectacular Yakima River Canyon in autumn foliage, and both 4-8-4s ran ferry moves in both directions from their home at Brooklyn roundhouse in Portland via the BN's former-SP&S main line along the awesome Columbia River. With careful scheduling of events, it resulted in two weeks of intensive steam action that rivals anything seen in recent years, including the much-publicized NRHS conventions.

Three national video producers were on hand for the affair, and their finished productions are now all on the market. Interestingly, each takes a different approach to covering the event. We present reviews here in the order in which the tapes were received at the R&R office.

"Northwest Northern," by Berkshire Productions, P.O. Box 575, Brunswick, OH 44212; 800/322-7650. VISA and MasterCard accepted. VHS, VHS-HQ, Beta and Super Beta available. 90 minutes, $39.95 plus $2.75 shipping (Ohio res. add 5.5% sales tax); outside U.S.A. add $7.00 shipping.

Choosing to concentrate, as the title implies, on the Northwest's "new" 4-8-4, SP&S 700, Grant Giest and his crew began their coverage of SteamFest with the colorful SP 4449's final move of the event, its ferry run from Kennewick down the Columbia River to Portland with the bob-tail consist of canteen and tool car. On the Brooklyn roundhouse turntable, the scene swings to the feature attraction and the pre-dawn departure of SP&S 700 and its run up home SP&S rails to Pasco. On this segment there is some excellent close-in pacing along the Columbia where the highway and railroad cling closely to each other between the river and the towering cliffs. There are numerous runbys and sweeping scenic vistas of the big 700 with its canteen-and-two-car train.

Friday morning at Kennewick, under brilliant sunshine, we follow the 700 on its first run to Prosser and then pick up the 2-8-0 51 for its run to Granger while the 700 returns tender-first to Kennewick. Action returns to the 700 again with the afternoon trip to Prosser splitting the still-active semaphores on the line. After night views of the evening run to Yakima, Saturday morning finds the 700 running to Ellensburg and the 51 relaying on up to Cle Elum in the splendid autumn canyon foliage. On Sunday we follow the 700 on its stormy journey to Cle Elum and wrap up with a golden glow in the Yakima Canyon as the 700 heads back toward Yakima. Overall, the coverage lets the viewer savor the aspects of the 700's weekend moves with lots of runbys, long telephoto approaches and pan shots, with enough of the GW 51 action to be a pleasant diversion.

Dan Bradford's narration is professional and informative, although a lack of maps could leave the viewer a bit disoriented. The camera work is smooth, and the MII recording is of very good quality. Needless to say, the SP&S 700 is a very worthy subject — J.B.

"SteamFest '90," by Mark I Video, P.O. Box 404, New Milford, NJ 07646; 201/261-8444. VHS only. VISA or MasterCard accepted. Stereo soundtrack, 120 minutes, $39.95 plus $2.50 shipping (N.J. res. add 7% sales tax). Canadian orders in U.S. funds, add $5.00 shipping.

In my opinion, this tape sets a new standard in rail videography. It's blend of photography, action, well-lighted cab views, locomotive-mounted cameras and, above all, tight editing makes it the finest railroad videotape I have had the pleasure of viewing.

Compressing the two weeks of SteamFest action into an understandable and fast-moving video documentary is a feat deserving such praise. The reasons are immediately obvious a few minutes into the tape as narrator Tom Moran sets the stage for the action while maps and graphics portray the routes (we trial lawyers like opening statements). Then it delivers. The first segment takes place on Wednesday, October 10, with the 4449's ferry move with a half-dozen cars up the Columbia from Portland to Kennewick and then continues to crisply document the action of the *Daylight's* weekend of runs on the Washington Central, side trips with GW 2-8-0 51 and the 4449's return to Portland — only to repeat the entire scenario of the following week with the SP&S 700, covering the entire scene from 4449's initial departure to 700's ultimate return to Portland.

It is creative camera work and skilled editing that keeps this whole affair from becoming an endurance contest. The tape is full of interesting and unexpected sights, such as pacing both 4-8-4s along the Columbia and following them at speed *completely through* the adjacent highway and rail tunnels. But beginning with the 4449's first run out of Kennewick, we are treated to Mark I's unusual "Chooch Cam" views of the action from High Band 8 broadcast-quality minicams mounted on the locomotives. In addition to views from down *among* the drivers and rods, there are angles along the boiler and in the cab — and all of this blended carefully with lineside shots using Mark I's "main battle camera," the Betacam SP, the finest video system in the field today. And you should see those tunnels on the SP&S main line as viewed from the locomotive-mounted Chooch Cams as each 4-8-4 blasts

through the four-bore series at track speed! There is also "live" camera work inside both cabs and atop the tender of the 700 as it makes a "full throttle" departure from a main line stop. The incredible quality of the Betacam SP shows up in some truly impressive night views showing the 700's thundering oil fire and a twilight run from the cab of the 4449 with its Mars light sweeping the way. This is neat stuff!

Throughout the production, Mark I adds maps and graphics to keep the viewer clear on the action, and during the introduction of each locomotive there is some nice vintage film footage, including the 700's removal from Oaks Park and first fire-up. On the second weekend, we also get a look at the trolleys, including the Brill Master Unit.

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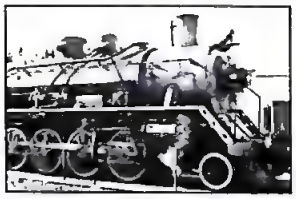

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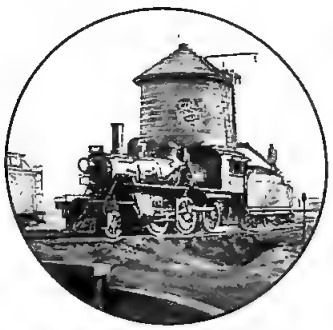

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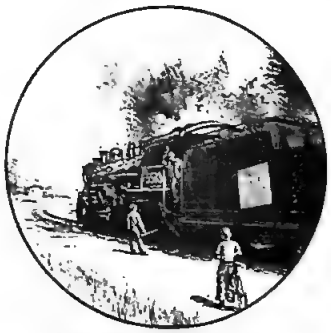

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The tape never once drags, despite its two hour length. The script is well organized and informative, and the Chooch Cams accent without dominating the imagery. The "conventional" photography, from telephoto to scenic to pacing to pan, is all superbly executed, and with the addition of the Chooch Cam footage, through masterful editing it beautifully relates the story of SteamFest '90 — RICHARD FOREST, ESQ.

"SP 4449 Washington SteamFest," and **"SP&S 700 Washington SteamFest,"** by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660. Available in VHS, Beta and PAL-VHS. Each tape 60 minutes, each $34.95, ordered together $59.95 (Ohio res. add 6% tax) plus $3 for shipping (see page 23 for additional ordering details).

Since the SteamFest was essentially two weekends of identical runs with a different 4-8-4 each weekend, Greg Scholl has opted to cover the event in two one-hour tapes, each featuring one of the 4-8-4s plus the GW 2-8-0's related rambles on the respective weekends. Each tape features good lineside photography, with an emphasis on the action. The narration by John Edwards Hingsberger is professional and informative, and the lack of maps in the video itself is compensated for by the map from the R&R feature clearly reproduced on the tape cases.

The *Daylight* tape begins with the locomotive's run up the Columbia River from Portland with the six-car train, with plenty of runbys and superb scenery. With the 4449 safely at Kennewick, we then cut away to GW 2-8-0 51 at Toppenish on Friday and follow it down to Prosser, where it meets the 4449 up from Kennewick and then takes off up the branch to Granger. Then it's *Daylight* action on the Washington Central with another trip to Prosser and the next day's run from Yakima to Ellensburg. Again, as the 4449 returns tender-first to Yakima, we stay with the 51 for its scenic run up to Cle Elum before returning to catch the 4449 on the evening dinner train. Looking down in the evening light, we get an unusual view of the 4449 as it rounds a curve with water on each side of the track and get the reflection in the ponds of both sides of the train!

Sunday provided stormy skies and dramatic smoke effects on the run to Cle Elum. The Monday ferry move to Kennewick, however, was in perfect weather as the 4449 is captured splitting three different sets of semaphores. The tape wraps up with the 4449's journey down the Columbia on its return to Portland.

In a format very similar to the *Daylight* coverage, the SP&S 700 tape begins with "The Lady's" midweek departure from Portland and run up home rails along the Columbia to Pasco. This time we follow the 700 out of Kennewick on the brilliantly-lighted Fri-

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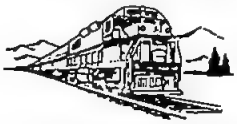

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day morning to the meet with 2-8-0 51 at Prosser. After views of the tender-first return to Kennewick, we follow the 700 again to Prosser and then pick up the 51 on its beautiful late-afternoon-sunlight run north to Yakima, complete with a sunset silhouette. Saturday's action follows the 700 from Yakima to Ellensburg and then the 51 up to Cle Elum, before returning to Yakima for a quick look at the trolleys, including the single-truck Birneys and the Brill Master Unit. Then it's back to the 700 for the evening dinner train, with the 4-8-4's firebox putting on an impressive show as the light diminishes. Sunday's stormy run to Cle Elum finds the 700 having problems with its sandbox and doing an inordinate amount of driver slipping. With SteamFest officially over, the 700 makes a sunny Monday return to Pasco, and the tape concludes with Tuesday's run down the Columbia and the "four tunnels" viewed from the Oregon side of the river.

Greg Scholl's approach to SteamFest was to concentrate on good, solid railfan photography, with each locomotive "starring" in its own production. And SteamFest '90 certainly provided plenty of action to work with! — J.B.

We'd like you to meet...

Greg Heier

The author of this month's feature on the last run of the North Shore *Electroliner* is one of those lucky guys who works with model trains, plays with real railroads and is married to a rail buff.

As editor and production manager of *O Scale News*, he has seen and photographed some of the Nation's finest 1/4" scale model railroads; as superintendent of operations of the Illinois Railway Museum, he works with some of the nation's most impressive restored railway equipment. His wife Joyce is the crew caller for the museum.

According to Heier, "Illinois Railway Museum is a big collection of 'firsts, lasts and onlys.' For a railfan to be surrounded by these legends in steel is akin to a religious experience. Just think, I can sit in the dispatcher's office and watch a Russian Decapod, a West Coast Shay, an articulated Burlington *Zephyr*, or even the *Electroliner* glide by my window, maybe within minutes of each other. Show me another place quite like it."

"I've been a railfan as long as I can remember," Heier recalls. "When I was a baby, my folks lived right next door to the Milwaukee's main line, and they tell me I cried when the trains went by. It wasn't because of the noise, they discovered, but because I couldn't see the trains, probably As and F7 4-6-4s.

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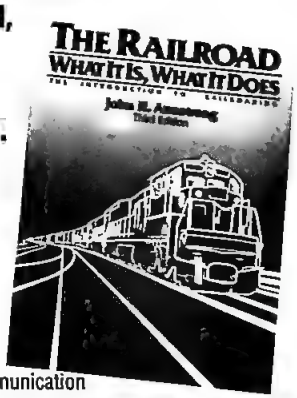

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Later, I spent summers near the Williams Bay terminus of the Chicago & North Western's Lake Geneva (Wisconsin) line, and during my high school years the study hall had a clear view of the Chicago Aurora & Elgin main line. College saw me 'blessed' with the North Shore Line and its *Electroliners*."

His other interests include writing science fiction, restoring classic wooden boats, collecting music boxes, petting cats and watching old movies. He reluctantly admits to being almost the same age as the *Electroliner*. This is Greg's first feature byline in R&R.

George S. Connor

George Connor, the former general manager of the Durango & Silverton Narrow Gauge Railroad and author of the feature on "Incoming Spuds" in this issue, is a genuine part of the Colorado narrow gauge story himself. Let's let him put it in his own words:

"I was born on the 23rd day of August, 1932, son of a railroad engineer and grandson of an Irish gandy dancer. My grandfather, Richard, came into southwestern Colorado with the D&RG railroad in 1881. He worked for the D&RG many years, and during layoff periods would work for Otto Mears in Silverton, Colorado. He helped build the three short lines out of Silverton, acting as section foreman for Mears. During the union organization of sectionmen in the first decade of this century, he was fired and replaced by Japanese section laborers.

"My father, Steve, was born in 1903 in the section foreman's house at Hermosa, Colorado. Six brothers and sisters had been born before him in the same house. Steve hired out in 1925 in engine service and served until his retirement in 1971. His brother John, my uncle, was in engine service and was killed on the Silverton Branch in 1919 at the age of 21.

"I hired out in 1951 in train service in Durango, when the Rio Grande Southern was still running and business on the D&RGWRR was brisk between Durango and all points east. I worked as brakeman-conductor between 1951 and 1961. In 1961, I began a teaching career in Durango. I worked summers on the Rio Grande until the spring of 1981, when I took a full time railroad job with the newly formed D&SNGRR. I started as Director of Safety, Rules and Training. In 1982, I was promoted to trainmaster; 1983, I was promoted to V.P./ Superintendent and in 1986 I was promoted to General Manager/V.P. and remained in that position until I left the company in the summer of 1989.

"I have had a long and colorful career on the narrow gauge railroads of Colorado. I have worked, at one time or another, on all those narrow gauge tracks west of La Veta, Colorado, as well as the standard gauge out of Alamosa, Colorado.

"My son Paul is now an engineer on the

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D&RGW working out of Pueblo, Colorado. He started on the narrow gauge in Durango and moved on to diesels. My son Richard also worked on the narrow gauge in Durango before becoming an Air Force pilot. He is now stationed in Saudi Arabia. My five daughters have not taken up the railroad life, but if they had it would not have surprised me.

"I am at this time recording events I remember from my railroading experience. I am what you might call "the last of a dying breed," one of those who began railroading when steam was still the power source, at least here in the mountains of Colorado. This is where I started and where I will perhaps finish my railroading career, although I am still seeking a railroad position to finish out my railroad retirement."

Curtis L. Katz

On page 35 of this issue, we begin a new regular feature in R&R, the comic strip "RAILFUN" by Curt Katz. He tells his own story pretty well:

"I was born in 1953 in upstate New York and grew up in Wayne, New Jersey, always within earshot of the Lackawanna Railroad. I have been interested in trains as long as I can remember — my earliest literary preferences included *The Big Book of Real Trains*, *The Little Engine That Could* and the annual Lionel and American Flyer catalogs.

"The Lackawanna (and successor Erie Lackawanna) was my hometown railroad and always a personal favorite. But I also had a fascination with the Pennsylvania. A special memory is that of a Pennsy fireman offering me his GG1 as a Christmas present late one snowy afternoon at Penn Station, Newark.

"I've been interested in cartoons almost as long as I've been interested in trains — since I could reach the dial on our television. I am living proof that watching endless hours of violent old cartoons does have a perverse effect on impressionable young minds — it made me want to be a cartoonist. Today, my taste in comic art tends toward the energetic cats-blowing-up-mice style typified by the animated cartoons of the 1940s. The cartoon character with whom I most closely identify is Warner Bros.' Bugs Bunny, though my friends identify me more closely with Disney's Goofy. Darned if I can figure *that* one out.

"In 1971 I came to Chicago (my present home) to attend Northwestern University's School of Speech, to study Radio, Television & Film — and trains. After college, I attempted a career as a stand-up comedian, making many laugh while making little money. Since 1980 I have worked as an Amtrak train attendant, a job which happily provides me with a captive audience for as much

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as 2500 miles, while giving passengers and taxpayers the privilege of supporting my railroad hobby. I still have a fondness for the DL&W in its 'Wyatt Earp car' days, but I now especially enjoy railroading in the big and scenic Intermountain West, which my job with Amtrak has brought me to know intimately, thanks to a regular tour of duty on the *California Zephyr*.

"Since the late 1970s, I have written articles appearing in *The Fast Mail* of Chicago's Twentieth Century Railroad Club and in *Passenger Train Journal*. My first comic strip, 'SAMAmCat,' was created for a short-lived in-house newsletter at Amtrak. Mike Schafer, as editor of *Passenger Train Journal*, suggested I do a comic strip for that magazine, and the result was 'RailroadiAntics,' which ran in PTJ from September 1987 through November 1990. 'RAILFUN' is, in effect, a continuation of 'RailroadiAntics,' although the greater scope of R&R will permit a wider variety of topics for the strip.

"My other interests include aviation and space (I aspire to be the first Pullman porter on the space shuttle; what a relief it'll be to sling baggage with only mass but no weight to worry about!), film animation, skiing and hiking. I have been happily married 15 years, with no end in sight. Suzanne and I have no kids, but we do have three cats, who I am trying to teach to blow up mice."

Camera Bag

BY JIM BOYD

Slide Shows Should Entertain

Having just completed our second annual EastRAIL show of multi-media slide productions, I was thinking about what makes a good slide show — multi-media production or not. Putting together a good slide show is just like any other form of "media" entertainment, like a documentary film or television show.

Of course, there are any number of approaches to slide shows, and the most important consideration is the audience for which the show is intended. A "by the numbers" presentation of roster shots of Penn Central GP38s would bore the sox off of most audiences, but it might be just the ticket for a modeling clinic, a historical & technical society or a slide-swappers gathering. The slide presenter should tailor his show to the anticipated audience and then be able to "read" the audience and slow down when the viewers are intrigued by the detail and speed up when the eyes begin to glaze over. Your reputation as a photographer and entertainer is often the result of your sense of timing as much as the material.

"Entertainment" is the key. Slide shows can and should inform, but when the room goes dark and the projector begins to hum, your primary task is to *entertain* the audience. And that can be a pretty big responsibility.

Disregarding the purely technical "informational" slide show for a specific audience (like our by-the-numbers PC GP38s), what makes up an entertaining slide show? Let's examine a few key elements:

Assuming a general audience and a typical "first generation, non-turbocharged" slide show with one projector and a live narrator with no sound track, length is a prime consideration. A half hour is a good reference point. If the audience is "into" the subject and comprised of gung-ho railfans, a little longer might be okay — but if it includes "non-combatants" like wives and civilian friends, a little shorter wouldn't hurt. Again, "read" the audience and pace the show accordingly (going too quickly is as much of a gaffe as going too slow, if you insist on banging rapidly through stuff the audience would prefer to savor). Sensitivity to the audience's reaction is very important to your end result.

A variety of images is one good way to keep your slide show appealing to a general audience. Three-quarter wedgies of oncoming Alcos or an unrelenting barrage of telephoto-mashed SD40-2s twisting around curves can become as numbing as roster shots after the novelty wears off. Mix your wedgies and calendar views with shots framed with trees or mail boxes or crossing gates. This requires some forethought in the field. When I arrive at any photo location, I quickly scan for the "other-than-obvious" shot — if the train is

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RAILFAN RAILROAD

close and time is tight or there is no "different" shot, then taking the obvious one is no crime. But if all your shots end up as normal lens "tie-butt wedgies," you are not using your imagination. Look around for buildings or vegetation to include in the scene. *Use* those damned telegraph poles to frame the open prairie shots — they can often be remarkably interesting. When you zip up to a grade crossing and are tempted to stand on the road and shoot the featureless approach on either side, consider stepping off and getting the crossing itself into the shot to add some "texture." My pet peeve at any photo location — particularly on fantrips or tourist railroad events — is when the photographers stand on top of that handsome little overhead bridge to get a lifeless looking-down wedge instead of dropping back and getting the train coming under that bridge (ever tried to shoot the classic "Phil Hastings" humpback bridge north of Orbisonia on EBT Railfan Weekend?).

In addition to the other-than-obvious angle, try to mix your lens usage. Taking a standard shot with a different lens can be quite refreshing and interesting in a slide show. If you are working a railroad where all the power looks alike — and that's most of 'em today, unfortunately — don't be afraid to try the "arty" angle, shooting from behind buildings or through foliage and changing the relationships between elements in the scene with a wide angle or telephoto lens.

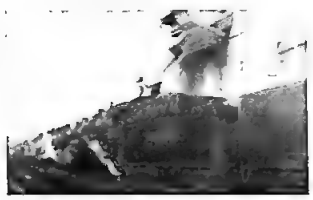
A good way to add variety to your imagery is with "cut-away" shots. In addition to your overall or roster views of the action, include some close-ups of railroaders at work or the railfans observing the scene. Telephoto and wide angle lenses are particularly good for this.

Obviously, night shots add greatly to the visual variety of a slide show, but also try some "impossible" shots like silhouettes at dusk, lights streaking by signals or low-light pan shots. You may want to throw away 95% of those attempts — but that remaining 5% just might end up laying 'em in the aisles.

And on any railfan outing, try to at least "tag" each element of the journey, even if it is not a perfectly-lighted or well composed shot. You can always edit out the shot before you show it, but if you need a picture to hold on the screen while you describe a change in the action, that "we arrived at . . ." shot can become invaluable. Try to catch a shot sometime during the trip of each "transition" point or location in your journey, as well as shots of your car, your traveling companions and maybe your hotel or place of lodging, particularly if it includes a view of the tracks or might be important to telling your story in a slide show.

Like a television documentary, it is helpful on a story-telling slide show about a trip to begin with an "establishing" shot of your crew loading into the car for departure or arriving at your destination. A similar "wrap up" shot of your return could be a good way to end the show. This technique can also apply to a technical show of detail and roster shots, if you introduce your subject with a few dynamic action views to put the locomotives into context and then wrap up the same way.

Remember, no matter how much you want to inform your audience, it also helps to entertain.



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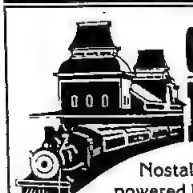

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Transit Currents

Trolleys for New

New Orleans has the oldest continuously operating trolley line in the world in the St. Charles line. It opened in 1835, and with the use of mules, steam and electricity it has been serving the public ever since. Indianapolis once had a large street railway system, one of the most extensive trolleybus systems in the United States and was the hub of a vast interurban network — but it has been without electric traction for many years. Both these cities are now looking to the future, New Orleans to expand its current rail system and Indianapolis to build a new one.

On November 13, 1990, there was the first meeting on the subject of light rail in Indianapolis. It was instructive primarily for the people in the Indianapolis business community, government community and other movers and shakers in the Hoosier capital. Speakers from San Jose, Portland, Pittsburgh and Toronto discussed the role of rail transit and particularly light rail in fitting into a community and helping guide growth as well as helping to invigorate the economy of neighborhoods through which it passes.

The conference, sponsored by the Indianapolis Public Transportation Corporation and the Indianapolis Department of Metropolitan Development, was not trying to make the point that light rail should be running in Indianapolis in 1991, but that it was important for the city to take a long-range view and begin to plan for what it wanted to be like in the year 2000, 2005, 2010, etc. We'll keep you informed on this one.

The good people of New Orleans, particularly the Regional Transit Authority, were much interested, bemused and grabbed by the unusual success of the new Riverfront streetcar line. The Riverfront line, which opened in 1988, has been awash in customers ever since, and double-tracking has probably been completed by the time you read this. The Regional Transportation Authority therefore had carried on conceptual planning for an expanded rail system. The present streetcars and potential light rail vehicles have become more attractive than buses for several reasons, according to RTA management. Unstable fuel price is one factor that cools people off toward diesel buses. Diesel fuel has gone up from 70¢ a gallon on the first of August 1990 to $1.25 a gallon at the end of November. The federal requirements to curb pollution and to provide for accessibility for the handicapped put street railways and light railways in a more favorable position in comparison with buses. Frankly, the final reason is that the business interests and political leaders in the Crescent City appear to be happy to jump on the streetcar bandwagon at present.

Conceptually, the Riverfront streetcar line would be expanded downriver to the industrial canal and upriver to Carrollton Avenue. Streetcars would also operate on North Rampart Street connecting Canal Street with Louis Armstrong Park and would operate on Loyola Avenue linking Canal Street with train and passenger service at the Union Passenger Terminal. The estimate of the RTA is that the projects would take about three years to complete with a cost ranging from $55 million to $75 million. Another phase would see streetcar lines constructed to link Canal Street with City Park Avenue, St. Charles Avenue with City Park, Louis Armstrong Park with City Park and the Riverfront line with Jefferson Parish. Let's keep an eye on what develops in both of these cities. Thanks to Mark Suddeth for the news of New Orleans.

Dallas Picks Design for LRVs

Rail transit moves ahead deliberately in Dallas as just before Thanksgiving of 1990 the DART board tentatively endorsed a design for a light rail car with sleek, slanted ends and smoked glass windows. The industrial design firm of Sundberg-Ferar, Inc., put together the design, which is still essentially an off-the-shelf standard body that could be manufactured by most carbuilders. Initial designs call for a yellow & white paint scheme, similar to that used on DART buses.

Expectations are that the cars will cost about $1.7 million apiece, and between now and the year 2010, 133 cars will be purchased for the rail system now abuilding. The first 40 railcars are scheduled to arrive in Dallas by July 1, 1993, for testing. The remainder will be gathered in Dallas for final assembly and use on at least twelve miles of the $747-million, 20-mile starter line. That line is scheduled to open by 1995. The full 20-mile line from South and West Oak Cliff to the intersection of Park Lane at the North Central Expressway is scheduled to open by October 1996. October 12, 1990, marked official construction initiation on this first rail line.

According to the design specifications, the railcars will be between 90 and 95 feet long and between 8'6" and 9'6" wide and 7'1" high inside. The cars are to be designed for up to 65-m.p.h. running speed and will be able to accommodate as many as 75 people in seats, along with 100 standees. There will be a high platform section at all stations so that

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BY GEORGE M. SMERK

Orleans and Indianapolis

disabled persons will be able to board through the front door. Other car doors will require passengers to climb two or three steps from a low-level platform. The cars are expected to feature resilient wheels and metal skirts to help reduce noise. Thanks to Clyde W. Howard III, Thomas F. Ruffin and Mike Murray for the information.

Clyde Howard wonders how a new design with a high-tech futuristic look can be maintained on an off-the-shelf standard body. The probability is that Duewag, UTDC or Bombardier would simply fabricate a different and more rakish end piece on what is essentially their standard car. In any event, it appears that Dallas is finally making decent progress.

Other rail service may be enjoyed in Dallas before the light rail line is put into operation. There is a proposal now to operate an *Orient Express*-style dinner train between Fort Worth and Dallas. A vintage steam locomotive has been acquired: Southern Pacific heavy 2-6-0 1744 is a graduate of the Baldwin Locomotive Works and was used on the Heber Creeper.

According to Mike Murray, Railtran, which has the responsibility of building commuter train service between Fort Worth and Dallas, is as of mid-November 1990 beginning to negotiate with cities along the 34-mile Rock Island corridor for station sites. Also being eyed for careful treatment are the 32 grade crossings along the route.

Boston: Goodbye PCCs; Hello Type 8s

The Massachusetts Bay Transportation Authority in Boston is evaluating recommendations of late October 1990 that stations be modified in the Green Line subway and that 100 new low-floor cars be purchased. The purpose is to make the light rail cars and stations accessible to persons with disabilities. The cost of modifying the subway stations and Green Line surface stops in estimated to range between $158 million and $247 million. One hundred new low-floor cars are estimated to have a price tag in the range of $160 million to $190 million.

Meanwhile, the 45 PCC cars that are currently out of service at the Arborway are up for sale, including some of the picture-window PCCs. PCC cars currently working the Matapan-Ashmont line would remain in service for the foreseeable future.

The consultants' recommendation means that there will be a new Type 8 surface rail vehicle coming sometime soon to the land of the bean and the cod. The low-floor cars, such as those used in Grenoble, France; Torino, Italy, and Geneva, Switzerland, feature a car floor that is only twelve to 19 inches above the top of the rail. By raising current platforms to the same height, a level access is provided for wheelchairs and those passengers who have trouble with steps. This is much less costly than installing high-level platforms. The level access utilizing the low-floor cars is expected to reduce station dwell times and enhance the operations of the central subway where headways at peak hours are as close as 70 seconds, and even slight boarding and alighting delays can quickly ripple through the schedule.

In addition to having the PCCs up for sale, the 19 F10s (former GM&O F3/F7 units) are to be sold. The first generation F40s will replace the F10s. In a selling mood, MBTA also has 31 coaches converted from RDCs that are up for sale. Control cars are former RDC2s, while the coaches are mostly RDC1s with a couple of RDC3s and RDC9s thrown in.

Kentucky Streetcar Survey

I received a very interesting letter from Charles H. Bogart of Frankfort, Kentucky. He tells me that the Kentucky Heritage Council is starting up a survey of the commonwealth for the purpose of recording any physical remains of horse or electric streetcars, trolleys and/or interurban lines. The remains can be the right-of-way, stations, poles, rails, power plants or any other physical artifacts. If any of our readers have information, they should contact Mr. Martin Perry, Kentucky Heritage Council, Capital Plaza Tower, 12th Floor, Frankfort, KY 40601-1967.

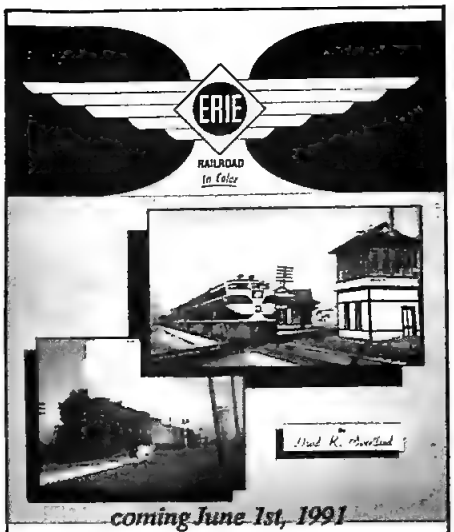
Even though it has been many years since trolleys or interurbans roamed the Commonwealth of Kentucky, it is often surprising how much remains in the way of buildings and rights-of-way. For example, the Chicago, South Bend & Northern Indiana Railway has been defunct for more than 50 years, but the Michigan City carhouse — or at least a good portion of it — still exists, transferred to other uses. The same is true of the Martinsville station of the Terre Haute, Indianapolis & Eastern.

Those of you from states other than Kentucky might want to look around for those interesting artifacts and sites and report them to your state historical society. Thanks again to Charles H. Bogart.

Los Angeles 30-year Rail Plan

The Los Angeles County Transportation commission has to think big because it is a big area and transportation is a big problem in Los Angeles. Indeed, transportation and its derivatives (congestion and smog) may be the major problems of the area.

A 30-year, $114-billion spending program was put forth on December 5, 1990. If the project is carried out — and it is really only a framework to begin more solid planning — 18 new rail lines would be constructed and the number of buses serving the Los Angeles area would at least double. The plan also includes the already-approved idea to extend



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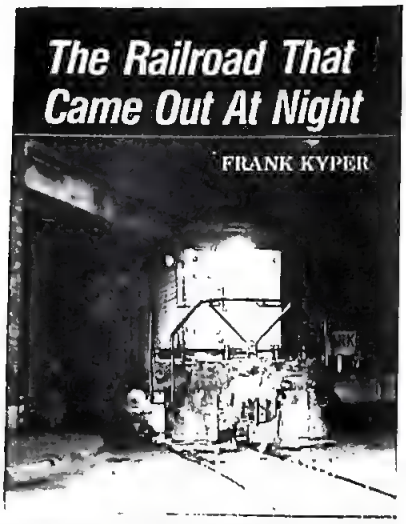

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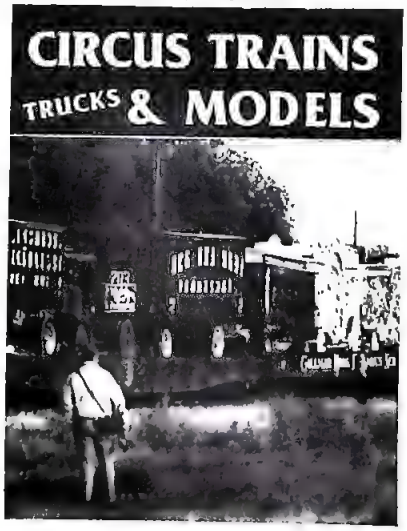

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the Metrorail subway to the Sepulveda Basin and on to Canoga Park. Extensive commuter rail service on existing tracks from the Simi and Santa Clarita valleys to the north San Fernando Valley, Burbank, Glendale and downtown Los Angeles are expected to be in service rather early in the game.

According to the plan, a new light rail line would be built between downtown Los Angeles and Glendale by 1997, and a high-speed rail link between Palmdale and Los Angeles International Airport would be in operation by the beginning of the third millenium. The Metrorail subway would see some expansion by means of a link between West Los Angeles and East Los Angeles coming on line by 2008. Earlier, in 1994, commuter lines between Los Angeles and Orange County would be expanded substantially. A spur off the Pasadena line would be built between Sierra Madre and Azusa by the mid-1990s, and the University of Southern California and the Coliseum would be connected in with the rail system by 1997.

The important thing is to think ahead, and how much of this will actually come to pass in the next 30 years is a matter of conjecture, of course. However, it is probable that Los Angeles will have a rail network to rival New York, Philadelphia and Chicago by the end of the next 30 years. Thanks to Robert Galbraith for the news.

Flashes

Harre Demoro sends news from the SAN FRANCISCO area that the BART board is sorely vexed by a planner's decision to put the BART San Francisco Airport Station a mile west of the airport. The board has shot back with strong recommendations that not only should BART enter the San Francisco Airport, but that there should be another underbay tube built by BART to link the San Francisco Airport with the Oakland Airport and then on to the existing BART line to Fremont.

Metro-Dade Transit Agency in MIAMI received $20 million in federal money on September 28, 1990, to help extend the downtown Metromover system. There was an additional $3.375 million for 25 new buses. The buses are important for feeding both the Metro-Dade Rapid Transit System as well as providing improved local service. Thanks to Mitchell S. Green for the news.

In DAYTON, the 17 surplus trolleybuses of the Miami Valley Regional Transit Authority that were originally put up for sale have been put on hold for a while. The end of October 1990 saw a change in attitude. The Miami Valley RTA is not ceasing its termination of electric trolleybus service but will not sell the vehicles immediately. Thanks to Harvey Hylton for the news.

Whoops! In early October 1990, a 200-pound cast iron MANHOLE COVER was blown up in the air to a height of about 30 feet. It sailed in an arc and landed on the tracks of Detroit's downtown peoplemover. One of the cars was brought to a halt just past the Cadillac Center station. The explosion took place around 7:20 in the morning, and no one was hurt in the blast. A peoplemover car came along after the blast and dragged the cover for about 680 feet; the car made its regular stop at Cadillac Center and then derailed. Thanks to John Barrett for the news.

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SOUTHERN PACIFIC's NEW IMAGE Two years after the first round of proposed paint schemes were presented to the then newly-merged Southern Pacific / Denver & Rio Grande Western (page 3, February 1989; page 66, April 1989), it appears a new company image has finally been chosen. According to company spokesman Jim Johnson, the traditional SP gray & red scheme will still be used, along with the SP block letters on the nose. What *will* change is the white SOUTHERN PACIFIC lettering on the long hood, which will still read Southern Pacific but in large Rio Grande-inspired speed lettering. Also, white Scotchlite striping will be applied along the walkway edges. SP expects the first use of the new lettering should appear on the last of the 45 GP40-2s being rebuilt by Morrison-Knudsen. SP's new speed lettering is scheduled for the 55 new GP60s coming from EMD in May 1991, as well. What's interesting is that future units for subsidiary Cotton Belt will wear the new SP lettering, *not* COTTON BELT in speed lettering. Cotton Belt units will wear small plaques denoting their ownership, but other than that, all power will wear the Southern Pacific name.

TRANSCISCO TOURS As its new *Sierra '49er Express* luxury service between San Jose, California, and Reno, Nevada, continues (March 1991 RAILNEWS), Transcisco Tours is expanding the operation with dome cars purchased from Scenic Rail Dining, which had been running the dinner trains on the Wisconsin & Southern. Also, TT is leasing cars from American-European Express, and they, along with the SRD domes, have been added to the *Sierra '49er Express* consist, creating a very colorful train for photographers on Donner Pass (page 3).

Transcisco Tours has even expanded beyond the West Coast by purchasing the Texas Southern Dinner Train operation in San Antonio. Texas Southern's ex-U.S. Steel F7A 724 and F7B 101 were already repainted in TT colors by January 1991 and lettered *"Transcisco Texan,"* which will be the service's new name. The A unit even had a yellow rose applied just beneath the engineer's cab window. Following some mechanical repair, the A-B set still won't be able to run the train alone because there are reportedly no turning facilities at the operation's west end at Hondo, Texas. Two other Texas Southern cab units are expected to be painted in TT colors and used to form a reversable power consist for the new *Transcisco Texan.*

SUPPORTING "OPERATION DESERT STORM" Already helping out the armed forces in the Persian Gulf by shipping vital equipment and material to military seaports, some American railroads have begun decorating locomotives in support of the troops. Santa Fe launched a program of applying 12"×24" decals of the U.S. flag to the sides of its units just aft of the front steps. The railroad hoped to have its entire fleet wearing the flags by March. Slightly larger flags were reportedly applied on locomotives of Chicago's Metra commuter agency as well, and several employees on the SP have taken it upon themselves to decorate some SP units with flags and yellow ribbons. Perhaps the boldest show of military support is Union Pacific SD40-2 3593, which as of press time was scheduled for a February 27 unveiling in full camouflage paint. By the time you read this, 3593 should be modeling its "desert fatigues" in systemwide service where it's supposed to be kept clean and coupled on the point. Panels mounted on the side handrail stanchions carry the names of the 66 UP employees who have been placed on active duty for the Gulf War.

AEE's "CONCERT SERIES" In addition to the new Chicago-Cincinnati-Washington-New York *"Greenbrier Limited"* luxury passenger train service it debuted in early 1991 (April 1991 RAILNEWS), American-European Express operated special "Concert Series" trips during February, each offering live musical entertainment onboard. The first trip, called the *"Heart of the South Limited,"* ran from Panama City, Florida, to Chicago during February 9-10. Road power for the majority of the trip was CSX GP40 6652 and MARC F9PH 85, with Atlanta & St. Andrews Bay GP38 501 and GP38-2 510 added for the run between Panama City and Dothan (page 3).

The *"Greenbrier Big Band Weekend"* trip ran from Chicago to White Sulphur Springs, West Virginia, February 13-14, and the *"Valentine Express"* ran New York-Washington-White Sulphur Springs February 15. AEE called the Concert Series trips a great success. Normal AEE *"Greenbrier Limited"* service was scheduled to begin March 1.

To fill out its Chicago-based fleet (which is housed near Amtrak's 18th Street facility) for the new Greenbrier service, AEE had originally planned to buy E8 801 and Scenic Rail Dining E9 10C from the Wisconsin & Southern (April 1991 RAILNEWS) but later decided to go for newer power. W&S E8 801 is being leased for Head End Power purposes, but actual motive power will be GP40 AEE-1 (ex-CSX 6599, nee-B&O), which was to begin long-term lease from National Railway Equipment on March 1, and GP40-2 AEE-2 (ex-D&RGW 3108), which was due to arrive two weeks later.

CP RAIL On January 18, 1991, CP Rail announced it had completed the $25-million purchase of the Delaware & Hudson Railway. On the 16th, CP had already run its first through train across the border at Niagara Falls using trackage rights obtained from Conrail as a condition of the D&H purchase (March 1991 RAILNEWS). The dozens of CP SD40-2s now assigned to the D&H are being joined by some of CP's Alco/MLW power. M636s 4707 and 4719 and M630 4573 came south from Montreal to Saratoga Springs, New York, on February 2 with Train 556 (formerly symbolled RPPY). The big MLWs are reportedly being turned back north at Saratoga Springs, but by February a CP RS23 (8025) had already made it as far south as the engine terminal at East Binghamton, and an RS18 had been assigned to Allentown Yard. As of late February, most or all of the CSX-financed Dash 8-40Bs and GP38-2s have left the D&H, with some of the Dash 8-40Bs (painted NYS&W yellow & black in anticipation of their possible purchase by Susquehanna) already repainted in CSX colors.

While CP Rail continues evaluating its option to purchase Conrail's Southern Tier main line between Buffalo and Binghamton, Conrail has already begun downgrading its operations there. An agreement signed with the state of New York in mid-January now allows Conrail to run as few as ten trains per week between Binghamton/northern New Jersey and Buffalo; a previous agreement had required Conrail to run at least 20 trains there per week in return for New York's funding of track rehabilitation and signal installation on the Southern Tier. Track closures between Hornell and Olean, N.Y., and between Jamestown, N.Y., and Corry, Pa., have reportedly severed the Southern Tier's direct route west to Indiana, but the route between Hornell and Buffalo will be kept intact in case CP decides to exercise its option to buy.

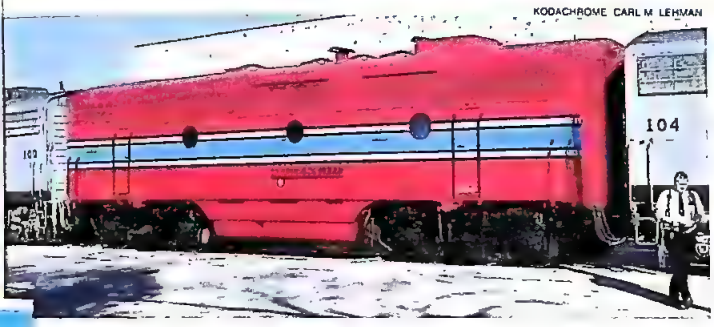
THE OREGON EASTERN In late November 1990, Michigan Northern GP7 1608 (ex-TP&W 103) was leased to the 157-mile Oregon Eastern after OE's ex-BN SD7 6083 died due to electrical problems. After a traction motor was replaced on the 6083 in November, it had made one run from the UP interchange at Ontario, Oregon, west to Burns before failing. A leased UP SD40-2 was sent to relieve the SD7, but it died, too, and it took a second leased UP unit to rescue the two failed units and the train. Constant problems with the 6083 and the high cost of leasing SD40-2s from UP prompted the OE to lease the ex-TP&W Geep, which has since been handling the road hauls.

Today's Oregon Eastern is operated as the Oregon Eastern Division of the Wyoming-Colorado Railroad. The OE was once part of UP's "Boise branches" package which went up for sale two years ago (October 1990 RAILNEWS). Early in negotiations, the OE line was split off for separate sale and operation under WYCO, while proposed short line Intermountain Western vied for the 322 miles of UP branches in and around Boise, Idaho. The rise in fuel oil prices following Iraq's invasion of Kuwait has been partially blamed for the recent cancellation of IW's purchase of the branches. Fourteen locomotives which IW would have leased from parent corporation ITS Inc. have been sold to a new sister company, Interwest Leasing, which will lease the units nationwide. UP is evaluating its options for the Boise branches and hopes a new buyer will come forward during 1991.

KODACHROME STEPHEN D CARLSON

CP RAIL has been operating mostly SD40-2s on the Delaware & Hudson, although a few "big Alcos" have made it into the U.S., such as these M636s meeting the *Adirondack* at Saratoga Springs, N.Y., on February 2.

KODACHROME CARL M LEHMAN



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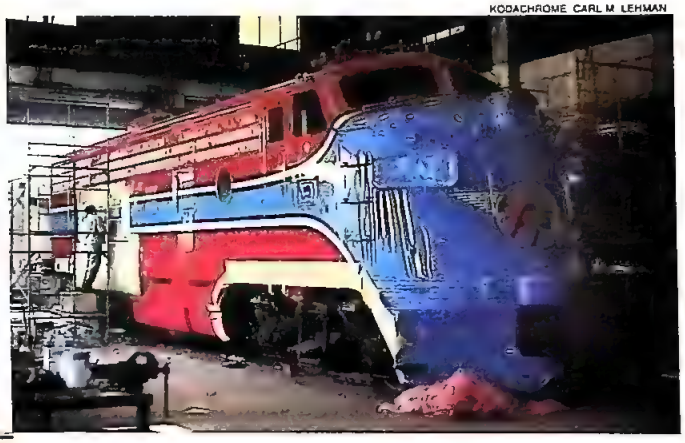


TRANSCISCO TOURS has purchased the Texas Southern Dinner Train operation in San Antonio. In January 1991, former Texas Southern F7A 724 (right) and F7B 101 (above) were seen in San Antonio wearing fresh TT paint in preparation for the new "*Transcisco Texan*" service which will run west to Hondo. Adding a real touch of class, Transcisco Tours even painted a yellow rose under the engineer's cab window on the F7A.

TWO KODACHROMES: KEN CHURCH

KODACHROME 200 JOHN SISTRUNK

SUPPORTING "OPERATION DESERT STORM," Santa Fe has been placing small U.S. flags on its units, as seen on Dash 8-40BW 546 meeting a westbound SP train at Bena, Cal., on February 17th.

HELM LEASING acquired SP SD40T-2 8507, seen stored in Kansas City in October 1988 (top), and rebuilt it with a conventional radiator. In fresh Helm paint, it was seen on the DM&E at Huron, S.D., (above) on January 25, 1991.

KODACHROME WAYNE MONGER

THE OREGON EASTERN Division of WYCO leased ex-TP&W GP7 1608 from Michigan Northern after the OE's ex-BN SD7 broke down. On January 24, 1991, the 1608 was working a train eastbound (right) eleven miles from Hines, Ore.

Current OE operations see a train leaving Ontario for Burns every two weeks on Wednesday or Thursday at 8:00 a.m. MST, arriving Burns around 7:00 p.m. PST. Three times per week, OE works the 16 miles between Ontario and the mine at Vale. Sometime during mid-1991, the OE should be moving out the four ex-Oregon & Northwestern AS616s which have been purchased by three West Coast museums (April 1991 RAILNEWS). The O&NW's 51-mile line once operated from the OE terminus at Burns north to Seneca, Oregon. In storage at Hines, Oregon, (near Burns), the six-axle Baldwins will be brought to Ontario, where one will head west on UP to Portland while the remaining three will be ferried south on UP to Salt Lake City then west into California, two going to Portola and one going to San Diego — WAYNE MONGER.

FORMER-WHITE PASS & YUKON In July 1982 Bombardier built four comfort-cab MLW DL535E(W) three-foot gauge diesels for the White Pass & Yukon with Canadian government money. Meanwhile, the WP&Y shut down freight operation, and the 111-114 were never delivered. They were turned over to Canadian National's CANAC subsidiary for disposition. Recently the 112 and 113 were sold to U.S. Gypsum for service on its 28-mile quarry railroad at Plaster City in southern California, where they will join two rare GE U4Bs (1303 and 1403), and should be "on-line" quickly. So far, USG has said nothing about new paint or road numbers.

THE V&T ENGINEHOUSE Weakened by earthquakes and suffering from a collapsed roof, the 117-year-old Virginia & Truckee enginehouse in Carson City, Nevada, is scheduled to be torn down. The eleven-stall, 180'×322' building has been deemed too fragile for a safe and economically feasible restoration. Various items, including two of the large wooden track doors, have been saved by the Nevada State Railroad Museum. Plans call for the huge sandstone blocks which make up the enginehouse's walls to be shipped to a masonry company in St. Helena, California, where they will be used to build and restore winery structures. Won't it be ironic if the same wineries that have been vehemently opposed to the operation of the Napa Valley Wine Train past their vineyards make use of wall blocks from a former railroad enginehouse?

N&W 4-8-0 475 On January 31, 1991, the Strasburg Rail Road announced it had purchased Norfolk & Western 4-8-0 475, which had been built by Baldwin in 1906. According to Strasburg President Fred Bartels, the 475 will be the only 4-8-0 in operation in the country when it joins the railroad's three other steam locomotives in excursion service. Idle for more than 20 years, the engine will be restored during spring and summer 1991, with a scheduled steam-up by late fall.

Only two N&W Class M 4-8-0s still exist, with sister 433 on display at Abingdon, Va., along the abandoned right of way of the legendary "Abingdon Branch" to West Jefferson. The much bigger N&W M2c 1151 is rusting away at Virginia Scrap Metal in Roanoke, and the only other 4-8-0 in North America is Southern Pacific 2914 on display in Bakersfield. The Strasburg's 475 was a regular on the Christiansburg-Blacksburg "Huckleberry" branch mixed train and was adorned with an antique headlight and fake diamond stack for an NRHS triple-header excursion there in 1957. It was sold around 1962 by the N&W to Virginia Scrap Metal, who resold it to William Armagost of Holsopple, Pennsylvania. After undergoing restoration in fits and starts and changing hands numerous times, the 4-8-0 moved via the Illinois Railway Museum at Union, Ill., to its most recent home on the Boone & Scenic Valley Railroad in Iowa, where it was when the Strasburg purchased it.

SUSQUEHANNA'S CHINESE 2-8-2 The New York, Susquehanna & Western is about to become the latest American railroad to receive a brand new SY-Class 2-8-2 from the Tang Shan Locomotive & Rolling Stock Works in China. SY 1698M, to be numbered NYS&W 141, had completed testing and was reportedly awaiting export from China as of late February 1991, its departure for the six-week journey to the U.S. East Coast delayed by a freighter shortage brought on by Operation Desert Storm.

Tang Shan actually built *two* SYs numbered 1698, one for export and one for domestic use. After inquiry by the railroad, the NYS&W Technical & Historical Society suggested the number 141 because the last engine purchased by the original pre-Erie Susquehanna, a 1908 Baldwin 2-8-0, was numbered 140. It just so happens 141 is also the European designation for the 2-8-2 wheel arrangement. The 141 will be based in Utica, New York, and used to haul passenger excursions, but plans are also under way for a series of trips in northern New Jersey.

Tang Shan will probably end domestic locomotive production at the end of 1991. The factory buildings are in poor condition, having been hastily rebuilt after the great earthquake of 1976, and now the ministry of mines wants the land on which the shops sit. A new, modern coach factory was built about 15 miles north of Tang Shan after the earthquake. Plans call for the relocation of export-market steam locomotive production to the new factory. Apparently, no more domestic orders will be accepted as the railway ministry continues its phase-out of steam locomotives. If this holds true, North America may one day become the great sanctuary for Chinese steam — RON AMBERGER.

GEORGIA CENTRAL This railroad began in November of 1990 with a purchase/lease arrangement from CSX of 230 miles of former-Seaboard Air Line (ex-Macon, Dublin & Savannah) trackage between Macon and Savannah, Georgia, including a 45-mile SAL branch to Rhine which breaks from the main line at Vadalia (about 80 miles west of Savannah) which is also the location of the GC shops and headquarters. For motive power, the GC got 18 units from CSX: eleven U30Bs (5305, 5320, 5324, 5332, 5341, 5347, 5349, 5350, 5351, 5358 and 5360), five U33Bs (5609, 5619, 5621, 5625 and 5626) and two GP9s (6052 and 4962). In addition, U33Bs 5605 and 5614 were bought for parts. The GC chose an all-gray paint scheme with black lettering on the long hood (see page 74).

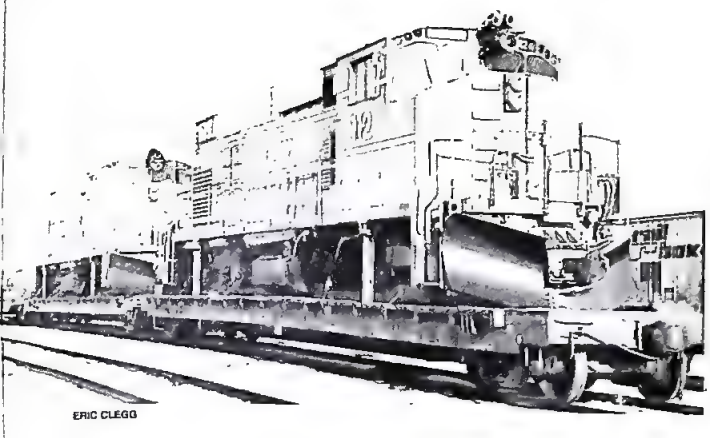
The Georgia Central operates six days per week with two jobs a day each out of Savannah, Dublin and Macon, plus other jobs as needed. The GC interchanges with NS at Macon and CSX at Savannah, and the traffic is primarily onions (Vadalia is regarded as the "Onion Capital of the World") wood pulp and chips, kaolin and paper products.

NEW BN SD60Ms The second batch of 50 Super Cab SD60Ms for lease to Burlington Northern began emerging from GMDD's London, Ontario, plant in early 1991 (see page 3). Numbered 9250-9299, the new units differ slightly from the first 50 (9200-9249), which were delivered during early 1990. While the first 50 received BN's standard "paleface" paint, with the white and green front patches positioned on the wide nose in such a way as to simulate a conventional low short hood, the newer SD60Ms have a revised facial pattern which BN felt would better suit the units. Also, comments from train crews and motive power personnel prompted BN to use wider, F45-style two-piece windshields on the new units instead of the three-piece Canadian style windshield used on the original 50 SD60Ms.

The last seven of the original 50 SD60Ms have been fitted with special placards honoring past BN presidents and executives. Represented are John Budd (9243), Robert Downing (9245), Walter Drexel (9249), Richard Grayson (9248), Thomas Lamphier (9247), Norman Lorentzsen (9246) and Louis Menk (9244).

WINCHESTER & WESTERN Five years ago, the Winchester & Western short line of northern Virginia took over operation from Conrail of 47 miles of former CNJ and PRSL trackage in southern New Jersey, primarily to serve the glass-sand plants of its parent corporation. The W&W New Jersey Division initiated a serious effort to turn their property into a full-service railroad and began to energetically develop on-line business. A direct result of this was the new three-acre "Cedarville Distribution Center" for Tri Valley Growers and Redpack Foods for handling canned foods, primarily Redpack tomatoes and related products.

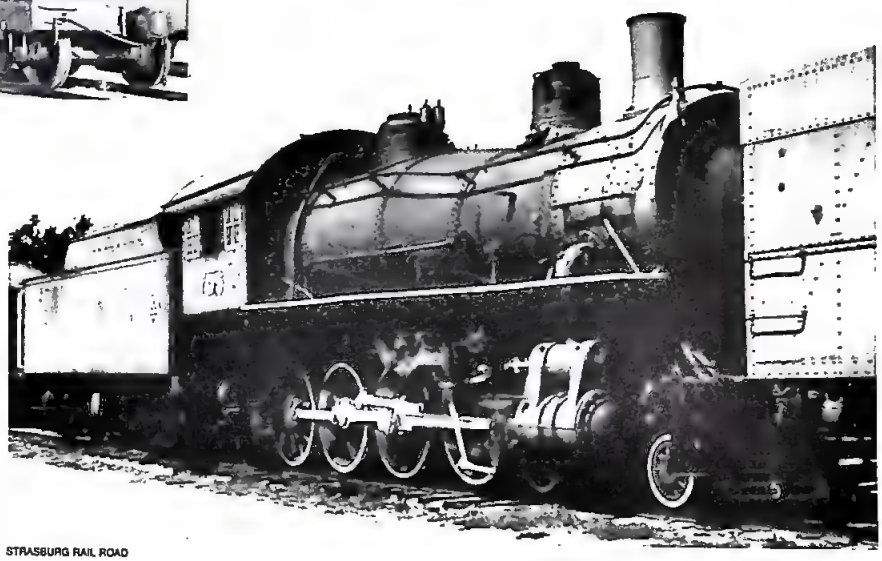
To celebrate the opening, the W&W operated an inspection train for customers, local dignitaries and the press on February 9, 1991. Behind freshly repainted ex-NKP GP9s 459 and 517 (the W&W believes in retaining the units' original numbers), they assembled an impressive consist of first class passenger equipment including Conrail office cars 8 and 10; W&W heavyweight 12-1 Pullman 102, the *Cumberland Club*; the private cars *Leonard J. Buxton*, *Morris County* and *Blue Ridge* from Classic Rail Cars, and the N.J. Transit



ERIC CLEGG

FORMER-WHITE PASS & YUKON three-foot gauge MLW DL535E(W)s 112 and 113, two of four units built in July 1982 and never delivered, were on flatcars (left) awaiting shipment in December 1990. Their new owner, U.S. Gypsum, bought the pair for use on its 28-mile narrow-gauge line serving a gypsum quarry and processing plant at Plaster City, California, in the Imperial Valley. USG expects to have the DL535s in service soon after the March 1991 delivery, and the new units will join an aging pair of rare GE U4B end-cab switchers. All four MLWs had been stored since 1982 at a Cedars, Quebec, munitions base 30 miles west of Montreal. The 112-113 were shipped under a tarp with their six-axle trucks coming separately.

N&W 4-8-0 475, recently kept at the Boone & Scenic Valley Railroad in Iowa (right), has been purchased by Pennsylvania's Strasburg Rail Road. One of only two N&W Class M 4-8-0s in existence, the 475 will be the only 4-8-0 in operation in the U.S. when it goes to work on the Strasburg. Restoration begins this spring, with steam-up planned for late fall 1991.



STRASBURG RAIL ROAD

THE V&T ENGINEHOUSE in Carson City, Nevada, was home to an array of classic steam power in 1910 (below). Its roof now collapsed and walls weakened by earthquakes, the 117-year-old building is going to be torn down. Two of its huge wooden doors have been saved, and the wall blocks have been sold to a masonry company.

A.A. STAFFORD

inspection observation car 1. Under a beautiful blue sky, the train departed Vineland, N.J., and paused for a photo runby (page 74) near the W&W shop at Bridgeton Junction before continuing to Cedarville and backing into the new warehouse for lunch and ceremonies. After the festivities, the train continued southward on the W&W's impressively upgraded main line to Dividing Creek before returning to Vineland.

READING GREEN Since the December 15, 1990, takeover of 124 miles of former Reading and Lehigh & New England trackage north of Reading, Pa., Andy Muller's new Reading, Blue Mountain & Northern Railroad appears to be here to stay. Motive power is numbered by horsepower ratings, and the roster consists of former-Blue Mountain & Reading CF7s 1501 and 1502, SW1200 1201, U33Bs 3300-3304 (purchased from Al Luedtke) and the Reading Company Technical & Historical Society's restored GP30 5513 in pure Reading paint. For its own units, the RBM&N has chosen a version of the last Reading freight scheme, green with yellow striped ends as applied to the GP39s. Of the three U33Bs on the property (RBM&N 3301 and 304 and Lackawanna Valley 902), two are in the new green and will remain unlettered until warmer weather. The other two GEs are still service on the Carbon & Schuylkill short line out of Jim Thorpe, Pa., where the painting is being done. They will be delivered to the RBM&N after they are painted and a replacement C&S locomotive arrives. Al Luedtke has purchased CSX U33B 5771 for the Carbon & Schuylkill.

The Reading, Blue Mountain & Northern's U-boats have a varied heritage: the 3300 is former-Moxahala Valley/Conrail/Penn Central 2895; 3301 is former-Panther Valley/CR/PC 2896; 3302 is former-Lackawanna Valley 902/Knox & Kane 29/CR/PC 2914; 3303 is former-LVAL 903/B&M 192/CR/PC 2925 and 3304 is former-CR/PC 2930.

The new RBM&N extends north from Reading, splitting at Port Clinton with one line north through Tamaqua to St. Nicholas and Locust Summit and the other west through Schuylkill Haven and West Cressona to Good Spring and Minersville, plus a few branches including five miles of ex-L&NE trackage in Tamaqua.

Presently, the three U33Bs and GP30 are based at West Cressona

(just west of Schuylkill Haven) and generally work Monday through Friday, while the two CF7s are based in St. Nicholas working six days a week. The SW1200 is based in Tamaqua and works the branch as needed. RBM&N's scanner frequency is presently Conrail Channel 4, 160.980, but that will change pending an application for their own channel.

To kick-off the new line, the Jersey Central Chapter NRHS ran two excursions over the new railroad with BM&R RDC cars 9168 and 9166 on February 9 and 10, 1991. The trips sold out within seven days of their announcement. Originating in Port Clinton, several photo stops were held. Other excursions are being worked out for later in the year with motive power ranging from the Blue Mountain & Reading's PRR E8s to T1 4-8-4 2102.

PHILLY'S PCC ROUTE 56 Gerry Williams, the author of "Philadelphia's Street Running PCCs" in the April '91 issue, reports that on February 24, 1991, PCC Route 56 was placed back in service. Shut down since early 1991 due to street trackage being undermined, the necessary repairs have been made, and the Route 56 PCC cars are rolling again.

RAILFAIR DEVELOPMENTS While work continues on AT&SF 3751, plans have changed for many of the other steam locomotives heading to Railfair '91 in Sacramento (see TIMETABLE for full, revised schedules for the SP 4449 and UP 844 / 3985 runs). The 22-car train powered by Union Pacific 4-8-4 844 and 4-6-6-4 3985 is still slated to depart Cheyenne April 17, but the originally-planned three-day move from Salt Lake City west to Portola has been reduced to a two-day move (overnighting in Elko) so the train can be cleaned and readied at Portola on April 26 before the big run down Feather River Canyon to Sacramento on the 27th. UP's Steve Lee is planning numerous photo stops in the canyon. SP 4-8-4 4449's ten-car train runs Portland-Klamath Falls-Sacramento April 27-28, with a diesel helper used from Eugene or Oakridge up to Cascade Summit, and also from Black Butte to Dunsmuir. The initially planned series of SP corporate shipper specials around the Bay Area has been canceled, and instead the 4449 is tentatively scheduled to doublehead with SP 4-6-2 2472 Sacramento-Oakland on Friday, May 17, returning to Sacramento without the 2472. The 4449 is then scheduled to head north on the weekend of May 18-19 to Portland.

Mike Mangini, who heads the SP 2472 group, says that funding has been secured, and it will just take hard work to complete the restoration. Its inaugural run from San Francisco to San Jose with ten *Caltrain* commute cars is planned for April 27, with a run to Sacramento on the 28th. Sierra Railroad 4-6-0 No.3 from Jamestown and SP 0-6-0 1233 from Woodland are both expected to arrive Sacramento on their own power while various other engines come in by truck or flatcar.

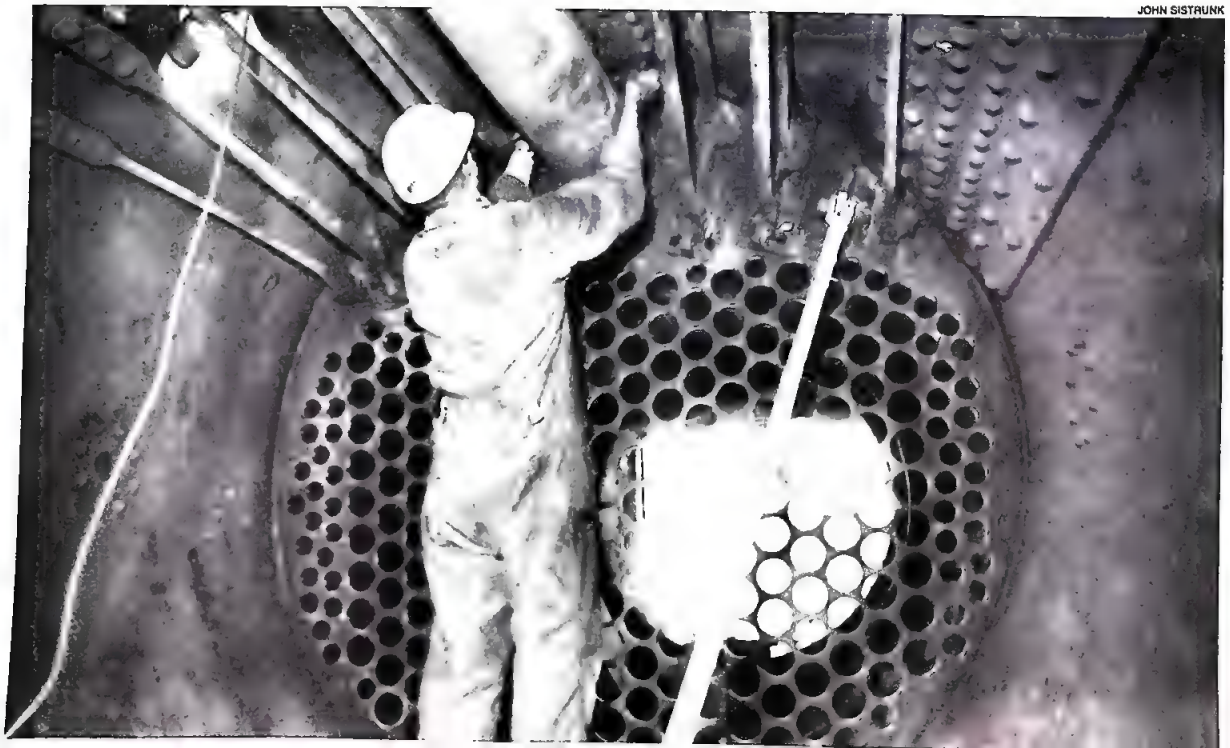
There have been three firm cancellations among the "big locomotives" so far, and all are attributable to a recent decision by "risk managers" to forbid any passenger-carrying steam movements on Burlington Northern, as the insurance crisis raises its ugly head again. Citing the Gulf War and soft economy, the BN decided not to sponsor any train to Railfair, which shot down the plans of SP&S 4-8-4 700 to run south from Portland on the behalf of BN. In addition, the "no passengers" policy effectively blocked the Canadians from bringing CNR 4-8-2 6060 and BC Rail Royal Hudson 2860 to Sacramento. Although BN was willing to move the locomotives and train, it would not permit any revenue passengers, which made the cost of the Canadians' move prohibitive. On February 27 the Canadians notified Sacramento that they would not be venturing to Railfair.

The activities during the May 3-12 week of Railfair are still being developed, as the cast of players begins to sort itself out. The best weekend for railfans could be May 11-12. Attempts will be made to stagger departure times for those trains scheduled to leave Railfair on May 13, giving fans an opportunity to photograph each departure — HAL LEWIS.

SANTA FE 3751 As of the end of February 1991, work is progressing steadily on the restoration of AT&SF 4-8-4 3751. Scott Brittin and the restoration team are looking forward to having the Baldwin ready for Railfair '91 at Sacramento in May. The shop, located California Steel Industries' former Kaiser Steel mill in Fontana, California, is busy seven days a week with a paid, full-time crew on weekdays and enthusiastic volunteers on weekends and holidays. The new flues have arrived (all paid for through an "Adopt-a-Flue" funding program) and are being installed. The remaining boiler work is almost complete, and the hydro test is expected soon. The cab sheet metal has been beautifully restored, and the new wood lining is being installed. Tickets for the "California Limited," excursion to Sacramento and the return trip after Railfair are selling at a brisk pace. For more details, contact the San Bernardino Railroad Historical Society, P.O. Box 936, Fontana, CA 92334-0936, or phone 800/321-3751 or 714/963-5281 — JOHN SISTRUNK.

SANTA FE 3751 was being prepared for new flues in late February 1991. John Sistrunk climbed through the 4-8-4's steam dome to get this inside story as a worker inspects the dry pipe.

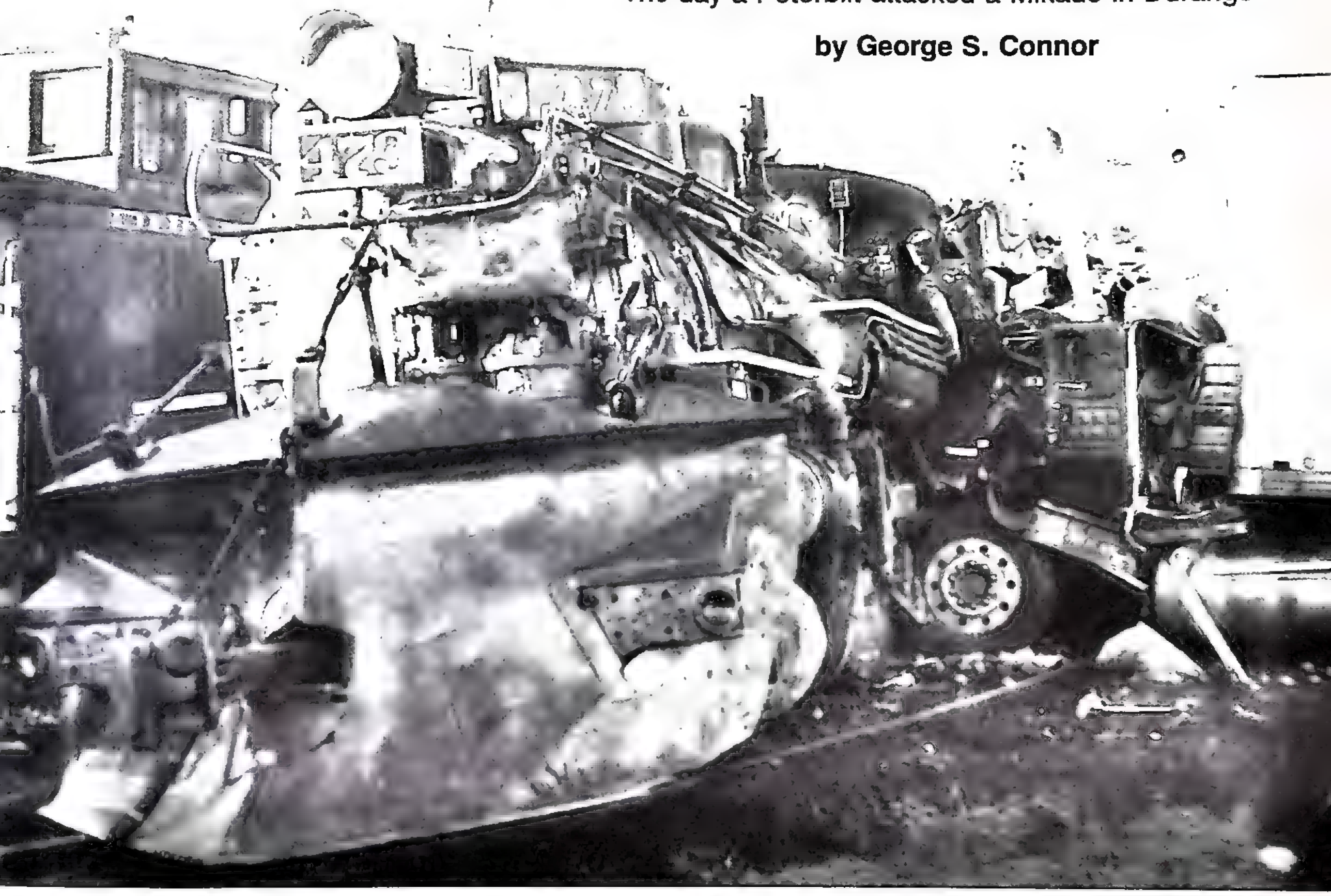
JOHN SISTRUNK



Incoming Spuds

The day a Peterbilt attacked a Mikado in Durango

by George S. Connor



PHOTOGRAPHY: PAUL CONNOR

Neal Fox had been driving for hours when he tipped over the grade of Hesperus Hill on Highway 160 in southwestern Colorado. Little did he know at the time that he was about to begin the ride of his life.

It was 7:00 a.m. on a beautiful June 25th, 1987, in one of the most scenic areas of North America. Anxious to get home to Colorado Springs, Neal had driven long and hard to get this far with his load of potatoes. Twenty-four tons of potatoes, to be more specific, were loaded loosely in the box trailer behind the semi-cab. Loose potatoes, as Neal was soon to find out, are not the most stable cargo an 18-wheeler can be hauling.

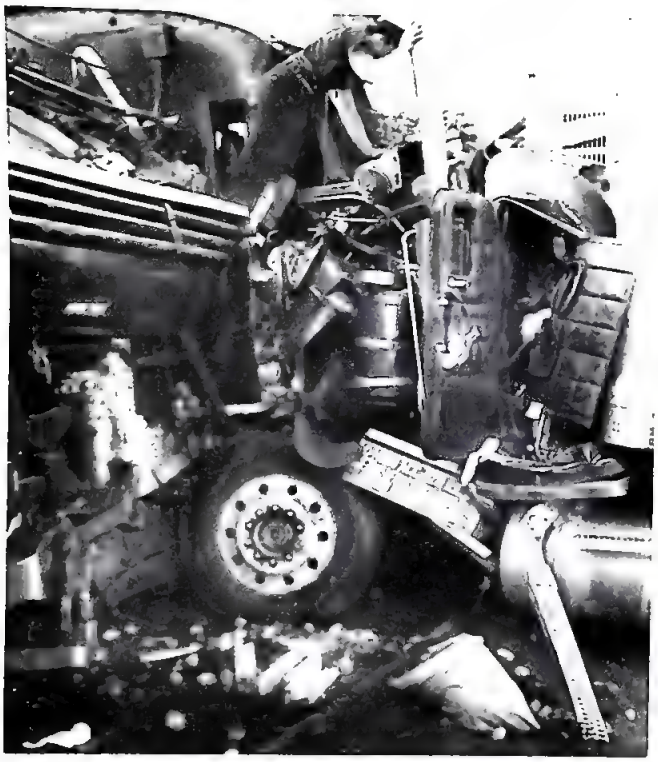
The long-nose Peterbilt was running smoothly when it passed the sign telling truckers to gear down for the coming Hesperus grade. Twelve miles of curving, steep highway with grades as high as eight percent. No sooner had Neal passed the sign when the engine on the Peterbilt died. No more air pump! No more air brakes! No more Jake brake! No compression to slow the descent! Just 40+ tons of metal, rubber and potatoes hurtling toward Durango, Colorado, fourteen miles away. The odds on getting as far as Durango were astronomically against.

Meanwhile in Durango, at the yards of the Durango & Silverton Narrow Gauge Railroad, the normal procedures of preparing steam engines for their daily trips to Silverton were underway. Gilbert Sanchez and John Hood, D&SNG locomotive mechanics, were busy on the engine lead track inspecting Mikado 473 for her daily run. Little did they know that shortly they were going to have a "once in a lifetime" experience.

Cold sweat was running off of Neal Fox's brow as he approached the first sharp curve. Perfectly aware of his situation, he was trying desperately to locate an off ramp or open field or anything else that would slow or stop his rapid acceleration. He found nothing. Using what little air he had left in his reservoir slowed him only slightly. He began running off the shoulder of the road onto the softer dirt. He ran through groups of

brush and small trees, anything to try and decrease his speed. Miraculously he managed to steer the truck and keep it upright for the steep twelve-mile run. As the road flattened, two miles outside of Durango, Neal was estimated to be going between 80 and 100 miles per hour. It is incomprehensible that he could have made it that far.

At the intersection of Highways 550 and 160 in south Durango, 200 yards west of the D&SNG's rail yard, traffic was starting to increase. This busy intersection, where 160 "T-bones" into 550, is normally crowded with tourists and people going to work at this time of the morning. This particular day, luckily, the traffic was light.



NEAL FOX'S runaway truck loaded with potatoes broadsided D&SNG 473 at the cab, pushing it eleven feet off the track and spilling the spuds all over the place. Miraculously, the truck driver escaped with only a broken ankle.

As Neal guided his runaway truck towards downtown Durango, he had no idea what was in store for him as he approached the intersection and heavier traffic. Fear had so consumed him that he had little recall after the accident of what actually happened.

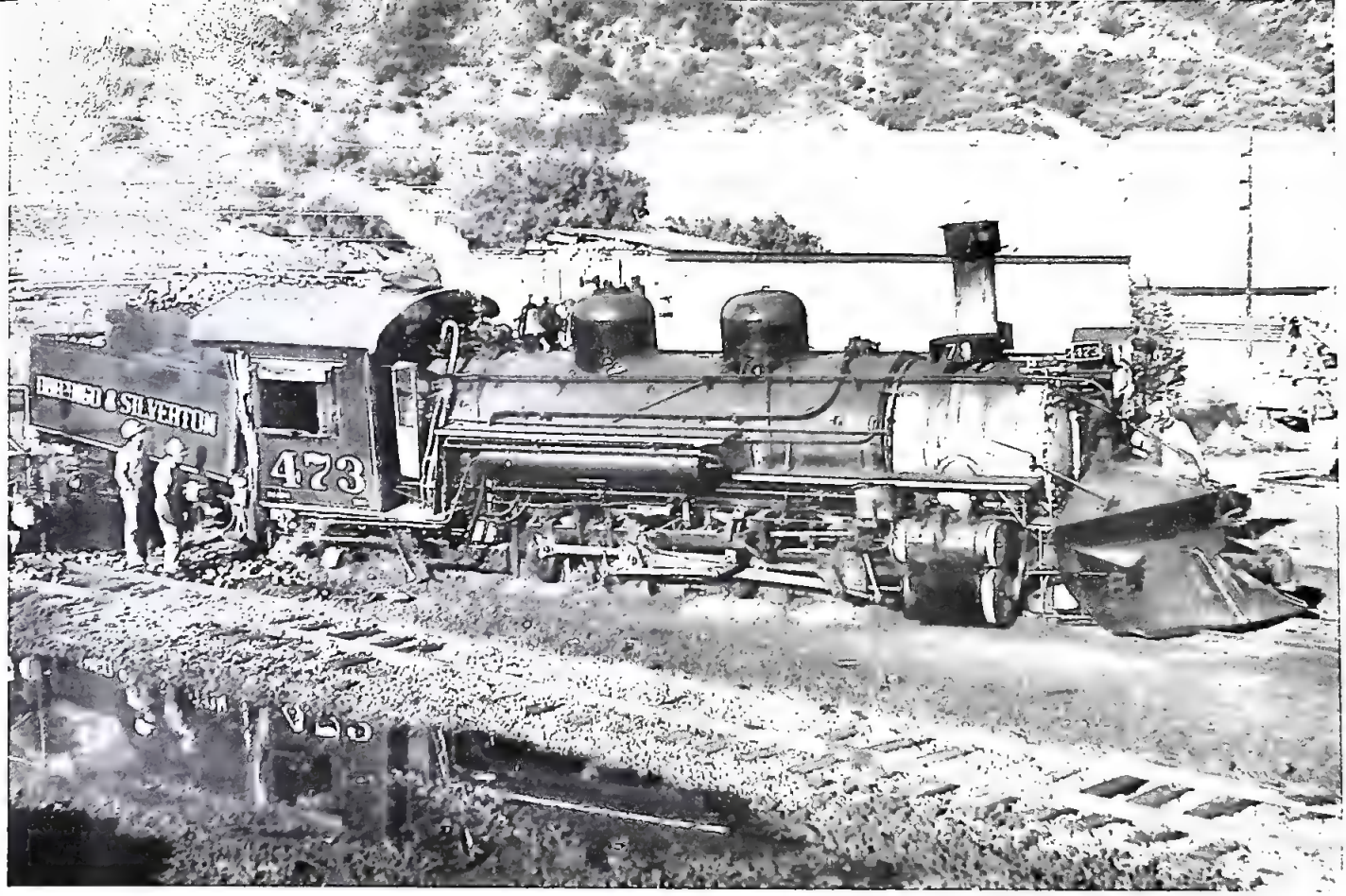
At the last two sharp curves before getting to the highway intersection, Neal swerved dangerously left and right. At Francisco's used car lot, just west of the intersection, the truck swerved right and struck several used cars and then returned to the highway. Roaring into the next sharp left hand curve, Neal came into view of the traffic light. It was estimated that the Peterbilt went through that intersection at approximately 70 miles per hour — on a green light!

The real problem at the intersection, for Neal, was that the highway ran north and south and he was headed east. Dead ahead lay the rail yard and locomotive 473. Two hundred yards of rock-strewn hillside were between the intersection and the locomotive. Neal roared up the hill smashing into rocks, small trees, brush and assorted trash, burst through a chain link fence, flew across two tracks and bashed into the left side of the locomotive.

To those not familiar with steam locomotives, let me say that they are almost immovable objects (sideways, that is). The 473, a former Denver & Rio Grande Western Class K-28 2-8-2, is a mass of steel and iron weighing in at 250,000 pounds, fully loaded. The force of the crash knocked this locomotive eleven feet towards the east. It totally demolished the Peterbilt and scattered potatoes over a wide area. The potatoes were thrown through the aluminum skin of the trailer by the force of the impact. In fact, when you looked at the tender of the 473, which was already full of coal, you would swear they were going to fire the locomotive that day with potatoes. A very weird sight. Caboose 0505, on a track parallel and east of the 473, had her roof and platforms covered with potatoes, as well.

Locomotive mechanics Gilbert Sanchez and John Hood were standing near the left side of the 473, at almost the exact spot where the truck would impact. They heard a roar as it rushed up the hill to the west of them and turned to see the Petercar actually flying through the air for the last thirty yards — directly at them! They turned and dashed to the south just as the truck crashed into the side of the locomotive.

A steam boiler at 200 pounds of steam pressure is a bomb waiting to explode. If cracked or broken, it will explode. The truck struck the locomotive at the firebox, just under the fireman's seat, narrowly missing the boiler and the blowdown cock. If this valve had been broken off it would have released the 200 pounds of steam pressure and either exploded or cooked Neal Fox, who was lodged on the floorboard of the Peterbilt in an area too small for a cat. Miraculously, the driver was alive. When you look at the photographs, please



explain to me, if you can, how this man survived. After short deliberation, I came to the conclusion that "it was not Neal Fox's day to die."

As general manager of the D&SNG, I received a telephone call from the railroad dispatcher, Dick Everett, at about 7:15 a.m. He was almost incoherent. From his vantage point in the security tower he had witnessed the entire scene. He kept babbling, "A truck just hit the 473 . . . a truck just hit the 473."

Now this is not an uncommon occurrence, to have a vehicle hit a locomotive or train on a crossing, so I had difficulty trying to comprehend why Dick was so upset. Finally, getting calmed down, he managed to explain that a runaway truck had practically flown up the hill to the west and struck the locomotive as it stood on the engine lead track. That got my attention! It was almost impossible to visualize until I actually got to the yard and saw it for myself.

When I arrived at the truck/engine scene, the rescue squad of the Durango Fire Department was on the job. Getting up on the smashed cab of the truck, I could hear Neal screaming, "Get me out of here!" I could not believe that anyone in that cab had survived. It took the rescue squad over an hour to extricate Neal Fox from his metal tomb. He had suffered a broken ankle! This had been a day of miracles.

It took my railroad crews two days to rerail and move the locomotive into the roundhouse for repairs. Luckily, we had enough locomotive power available to run our trains, and there was an alternate way to get them from the roundhouse to the trains, so we had no down time because of the wreck.

To get 473 to the roundhouse for repair was difficult to say the least. We first tried to pull her back on the rails, but this proved to be impossible because of the twisted rail she was sitting on. We finally jacked up the entire locomotive with air jacks, blocked her up, cut the twisted rail from underneath her with torches and finally built a new railroad under her and led her back to her original track.

Damage to the Peterbilt and trailer: Totaled!

Damage to the locomotive: Fifty to sixty thousand dollars. She was back in service in approximately 40 days.

I have, in my 30+ years with the Denver & Rio Grande Railroad and the Durango & Silverton Narrow Gauge, seen some weird and frightening things, but I think the day of the "Cornfield Meet" between an antique steam locomotive and a modern day 18-wheeler has to be at the top of the list. The fact that no one was killed or seriously injured in this freak accident still amazes me. Each time I look at photos of the wreck I shake my head at the wonder of it.

One positive thing did come out of the crash: The people of Durango were notified by local radio stations to come down and pick up the fallen potatoes. Within four hours of the message, all 24 tons of potatoes were picked up and removed to local homes.

BEAUMONT HILL

The mountain gateway to SP's busy Sunset Route.

by John Sistrunk

Southern California has always been a popular destination for traveling railfans. The traffic density of Cajon Pass and the engineering accomplishments of Tehachapi make for exciting shows of big time railroading. Typically overlooked in favor of these two more famous locations, however, is another southern California pass: Beaumont Hill, Southern Pacific's eastern exit from the Los Angeles Basin.

"The Hill," as it's known to the railroaders who work there, offers lots of new (i.e., clean) power and great photo locations, but its biggest attraction is traffic volume. Even though some of SP's California tonnage goes north out of Sacramento into Oregon or east over Donner Pass toward Nevada and Utah, most heads south (timetable east) to join with trains originating in the L.A. area. This generates a traffic volume of 20 to 30 trains a day (not counting the numerous light helper moves), all of which must tackle the nearly 2% grades of Beaumont Hill at the start of their long journey east on the Sunset Route and Cotton Belt connections to the Midwest. According to noted SP employee and historian John Signor, the recent boom in container traffic has helped make the hill busier today than at any other time since World War II (40 to 60 daily movements were recorded on the hill at one point during 1944).

Eastward in 1873

This traffic volume was just a glimmer in the eyes of SP's founding fathers when track construction from the Los Angeles area began in 1873 and proceeded east over Beaumont Hill in 1875. Simultaneously, a segment was being built north from L.A. through Soledad Canyon to join the Tehachapi line at Mojave, eventually to link northern and southern California with the new eastern outlet of Beaumont Hill.

The Beaumont Hill routing took advantage of a relatively unobstructed hump nestled between the San Gorgonio and San Jacinto mountains, so eastbound track gangs didn't have to loop tracks, bore tunnels or hang snowsheds on mountainsides to escape Los Angeles. In fact, the biggest obstacle to expansion was getting permission from the U.S. Government to cross the Indian territories east of the Colorado River in Arizona. This political hurdle was overcome after the Beaumont line had gone up and over the hill.

By using the gentle floor of San Timoteo Canyon as its avenue up the western slope, the railroad was able to keep the ruling grade there to 1.89%. As the track approached the town of San Gorgonio (now called Beaumont), the gradient dropped off to 0.6%, and the 2591-foot summit was achieved another mile to the east at a site now called Apex. Aside from the scorching desert heat and blowing sand, the only natural hardship facing the engineers on the eastern side of the hill was the 48-mile, 2600-foot drop from Apex east through a gap in the mountains known as San Gorgonio Pass, then down a broad geologic slope to Indian Wells (now Indio), which is situated just below sea level on

STACKS AND RACKS represent SP's newest and oldest trains now plying Beaumont Hill in southern California. In October 1990, B39-8E 8034 led eastbound doublestacks (left) up the 1.89% at the Hinda crossovers. Between Hinda and Beaumont, an SD45T-2 and two GP60s (below) worked as mid-train helpers, coupled between loaded beet racks which are heading west down the hill.

PHOTOGRAPHY JOHN SISTRUNK, EXCEPT AS NOTED

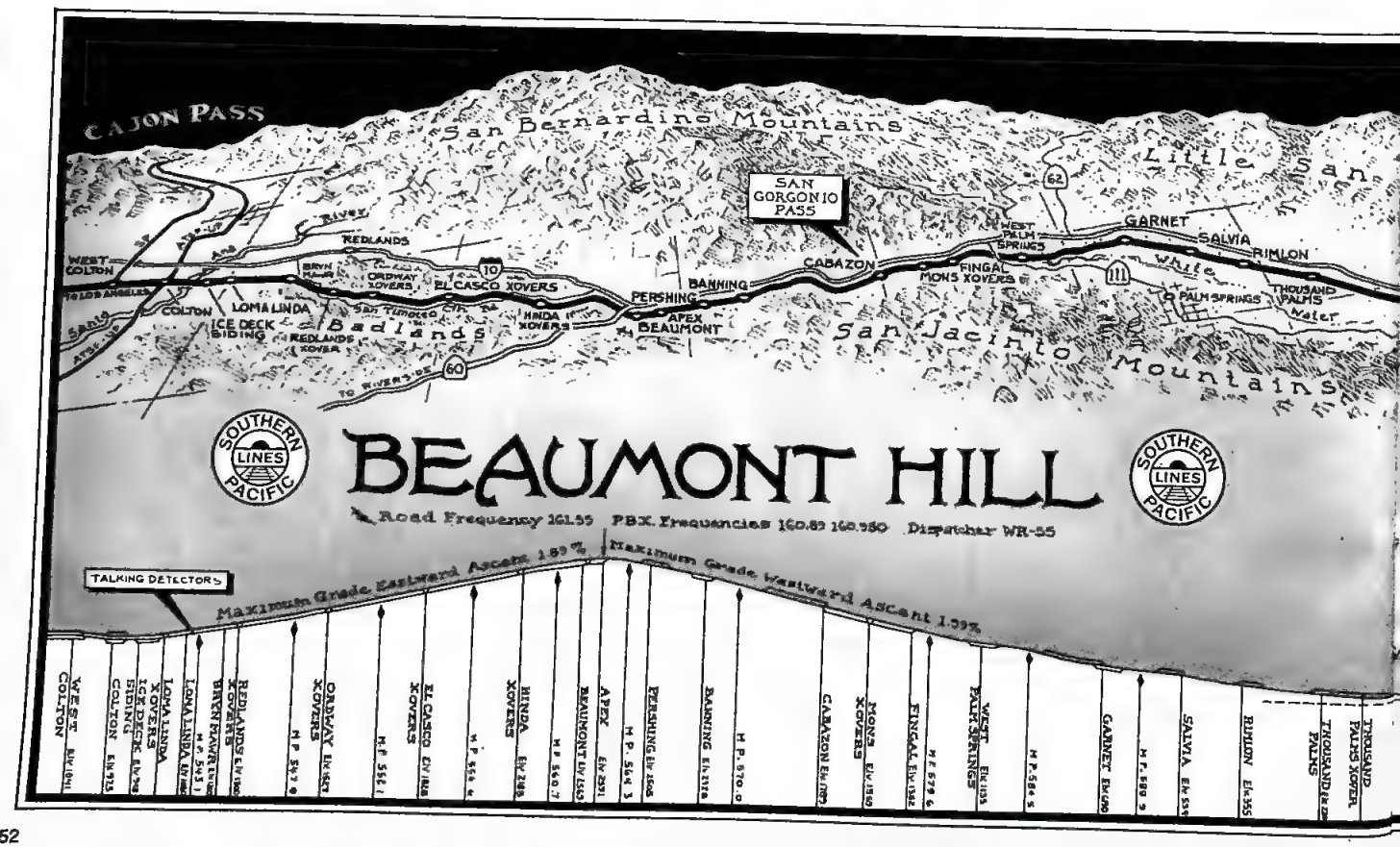
DON SIMS

the desert floor. By snaking the track back and forth across the slope, the grade on the hill's east side was kept to a maximum of 1.99%. Operations between Colton and Indio began on May 29, 1876.

Trains going over Beaumont Hill have always needed helpers, and the teakettles of the 19th Century gave way to increasingly more powerful locomotives. Cab Forward 4-8-8-2s and three-cylinder 4-10-2s put in their last days providing the extra tractive effort needed to conquer the grade. Just as elsewhere on the system, the steam locomotives yielded to fleets of Black Widow F-units and Geeps working freights and helping *Daylight*-painted E-units and PAs with their passenger assignments. The *Argonaut*, the *Sunset Limited* and the *Golden State Limited* (with its distinctive red and silver E7s) were just three of the named trains that rolled past the Beaumont depot.

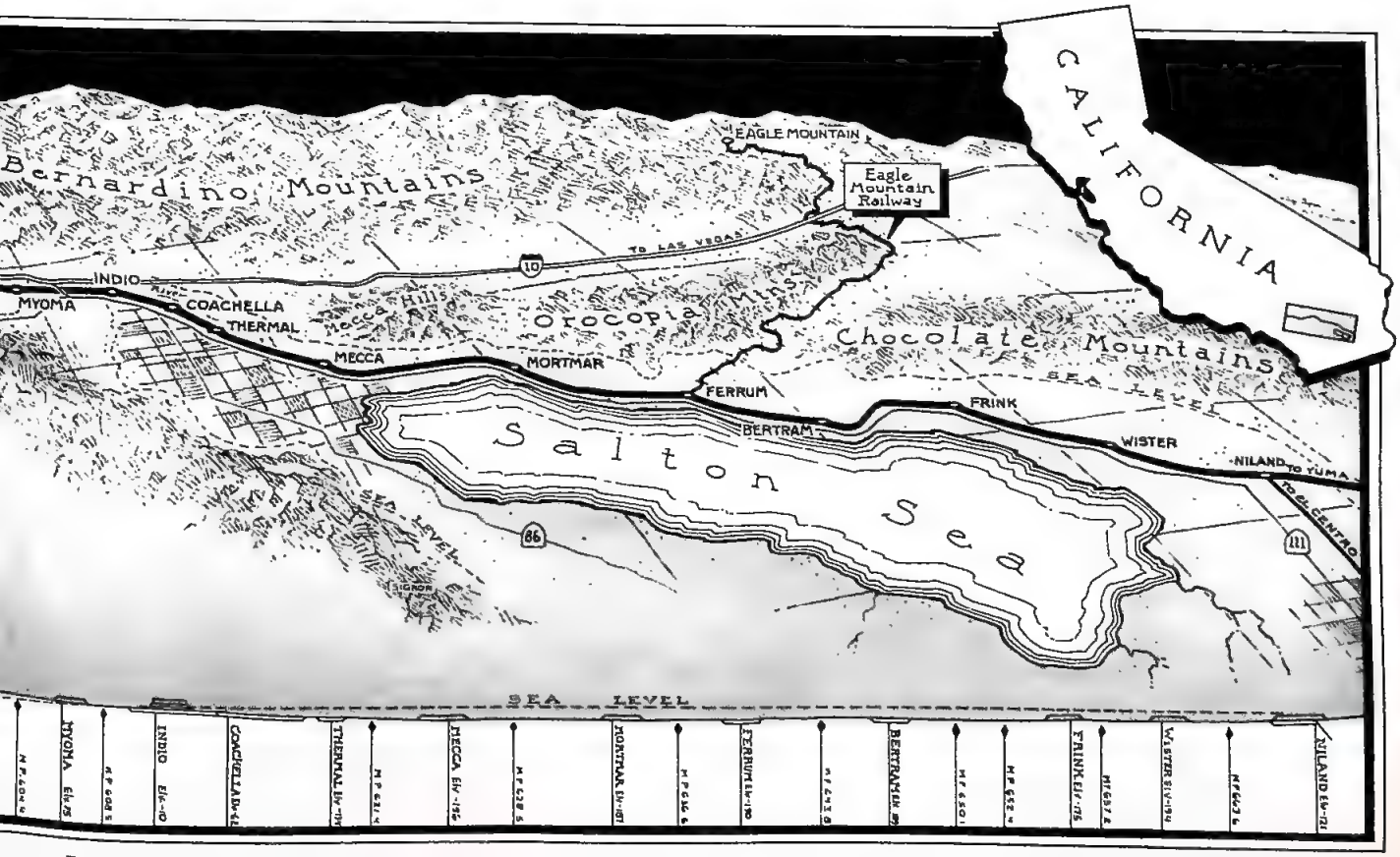
Double Track and CTC

Beginning in the 1950s, sidings on the west slope were gradually lengthened and joined together to form a second main track, and by the late 1970s the 26 miles between Colton and Beaumont was completely double-tracked, with crossovers placed every four to five miles. Both tracks are now signalled for bi-directional traffic and operated by the Roseville CTC dispatcher as two main tracks. The traditional right-handed running characteristic of most double track lines is only a coincidence



H.L. KELSO

CLASSIC POWER on Beaumont Hill included *Daylight*-schemed E7s on the *Sunset Limited* (left), seen gliding east through Garnet in 1950. The wye visible in the background turned steam helpers that would be added to heavy westbounds. SP Extra 4106 East got a shove from the rear by Cab Forward 4122 (above), which is seen just entering the summit community of Beaumont.



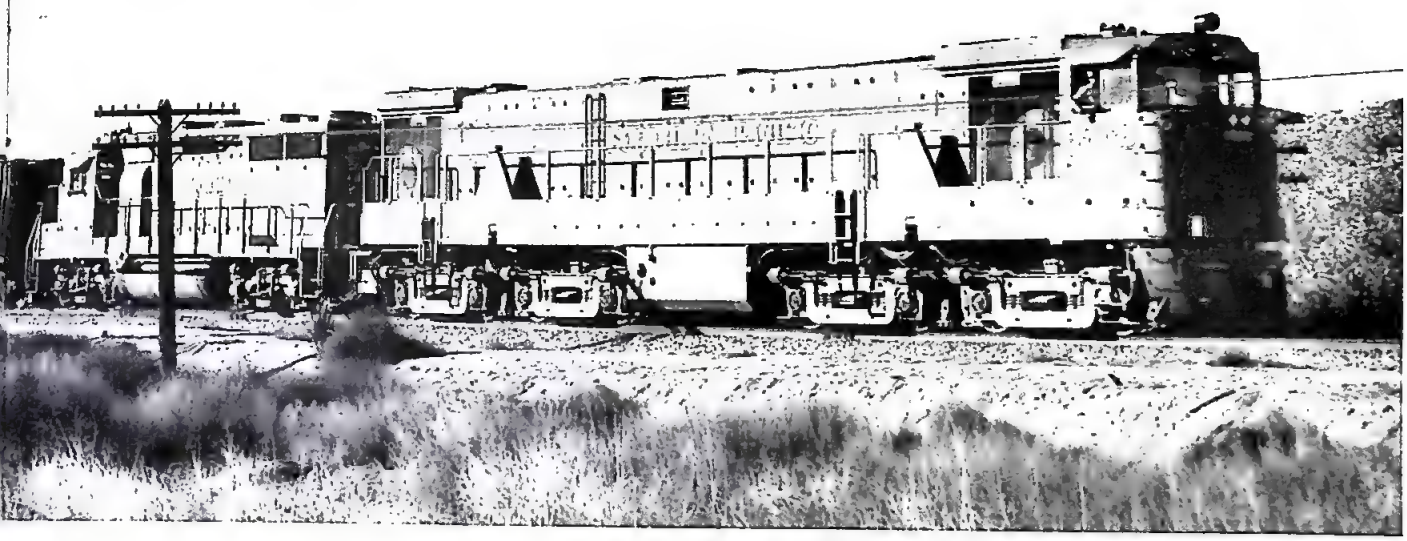
AT LOMA LINDA, eastbound stacks roar through the crossover (above) in July 1987. A year later, a helper idles in the Loma Linda pocket (bottom right) after bringing a westbound beet drag over the hill. In prior years, Beaumont lashups were often as odd as the U50 and GP35 (top right) seen in San Timoteo Canyon.

here. The remaining 50 miles down the east slope to Indio is single track with frequent sidings, some of which present interesting operational possibilities. One passing track, nearly five miles in length, is in fact *two* sidings — Mons and Fingal — which are connected to each other as well as to the main track by a set of double crossovers. Equally remarkable is that the west switch to this long siding overlaps the east switch of Cabazon siding. Dispatchers will often stage running meets here, with both trains seemingly routed for a head-on collision until they diverge to opposite sides of the main and safely pass each other. Since the entire hill is CTC controlled, radio conversation on Road Channel 1 (161.550 MHz) is kept to a minimum, but there are talking detectors every five miles or so, and they give both the railroaders and scanner-equipped railfans plenty of warning of approaching trains.

Railfanning the Hill

Nearly all of Beaumont Hill is easily accessible by car. The Rand McNally map of San Bernardino is a very good source of information and shows how to get into San Timoteo Canyon from Colton. The summit and east slope of the hill closely parallels Interstate 10 and can be reached by a variety of major grade crossings and frontage roads. A good overall coverage of access to the hill is in the *California Road Atlas & Driver's Guide*, available for $16.95 at major book stores or from Thomas Brothers Maps, 17731 Cowan, Irvine, CA 92714 (714/863-1984).

Let's take a west-to-east survey of the line starting at the West Colton classification yard. From the I-10 freeway (west of the interchange with I-215), take the exit at Pepper Avenue south to get a good look at the eastern end of the yard. This is a great place to see lots of trains and motive power, since trains from SP's Beaumont Hill and Cajon Pass lines go under the bridge, and yard power, usually SD7s, SD35s, SD38s or other six-axle EMDs (often mated with slugs for tractive effort on the hump), is frequently going back and forth. There is also a balloon track on the northeast side easily



DON SIMS

viewed from the bridge, as well as the frequent parade of power from the locomotive servicing area. If a train's head end is positioned near the Pepper Avenue bridge and the switches aren't lined for the route up Cajon Pass, it's a good bet it'll soon depart for Beaumont Hill.

About two miles east of the yard, the SP crosses the Santa Fe main (over which Union Pacific has trackage rights) at the site of old Colton Tower. This is a great place to see a lot of trains and the newest locomotives of California's three big railroads, although the classic interlocking tower is long gone and the Interstate provides a less-than-classic backdrop for the SP. Continuing east on I-10, use the Waterman Avenue exit and head south to the bridge over the tracks for a good view of the pocket tracks at Loma Linda where helpers usually wait for eastbound assignments. These days, helper sets are almost exclusively brand new 9600-class GP60s. The new EMDs are also the locomotives of choice for road power on the intermodal hotshots. Even though new power has always found a place here, including the exotic stuff of the 1960s and early 1970s (Krauss-Maffei and Alco Diesel Hydraulics, GE U50s and EMD DD35Bs have all operated out of West Colton), today the environment is a big factor in selecting power for Beaumont Hill. Southern Pacific has been fined heavily for using smoking locomotives in an area with the most stringent air pollution laws in the country. (Even charcoal lighting fluid is now banned out here!) Therefore, a lot of the older GEs and EMDs have been banished from California, and newer GP60s and Dash 8-40Bs rule the roost. Photographers who have shunned the filthy SP power of recent years now find gray & red is a nice paint scheme when it's new and clean.

The entrance to San Timoteo Canyon is marked by acres of orange groves that have been in operation for a century but are losing a war against skyrocketing land prices and commercial and residential development. I recommend starting a chase of an eastbound train over Beaumont Hill from here rather than from the Pepper Avenue or Waterman Avenue overpasses. East of Loma Linda, exit I-10 at Mountain Avenue and drive south to Barton Road. Proceed east on Barton Road, which passes over the SP main line, and just beyond the old SP Redlands Branch crossing, turn right onto San Timoteo Canyon Road. This two-lane country road closely follows the railroad clear to Beaumont, providing access to the canyon scenery with very few highway delays.

I usually railfan in the morning because of the good light and traffic reliability. Every morning, usually between 6:30 and 7:30 a.m., an eastbound stack

TED BENSON

train will roll through West Colton, cross the Santa Fe and begin the climb to Apex. This will frequently be the start of a two- or three-train parade. At Ordway, about three miles east of the canyon entrance, the tracks leave the orange groves behind and become more serpentine as they seek relief from the grade. Ordway is also the beginning of the hill's biggest photo obstacle: telephone poles. There seem to be thousands of the blasted things, sometimes on both sides of the right of way. There are plenty of great photo locations however, so just use a little forethought and perhaps a longer lens to overcome the rows of poles and wires lining the track.

In spite of the telephone poles, Beaumont Hill's west slope is one of my favorite railfanning areas, primarily because of the great pacing afforded by San Timoteo Canyon Road. The road is 50 to 60 feet away from the tracks for most of the climb up the canyon, so it's like the trains are in your lap. This is a super place to do some railfanning *without* your camera, particularly at night. Pacing a set of locomotives howling at Run 8 as they drag a heavy freight up the hill will make anyone a railfan. Be careful though, and don't get too wrapped up in the excitement of the chase as San Timoteo Canyon Road is a haven for fitness buffs. Runners and walkers are active primarily in the morning, but there are *always* bicyclists out there, and they can be anywhere. Stay alert.

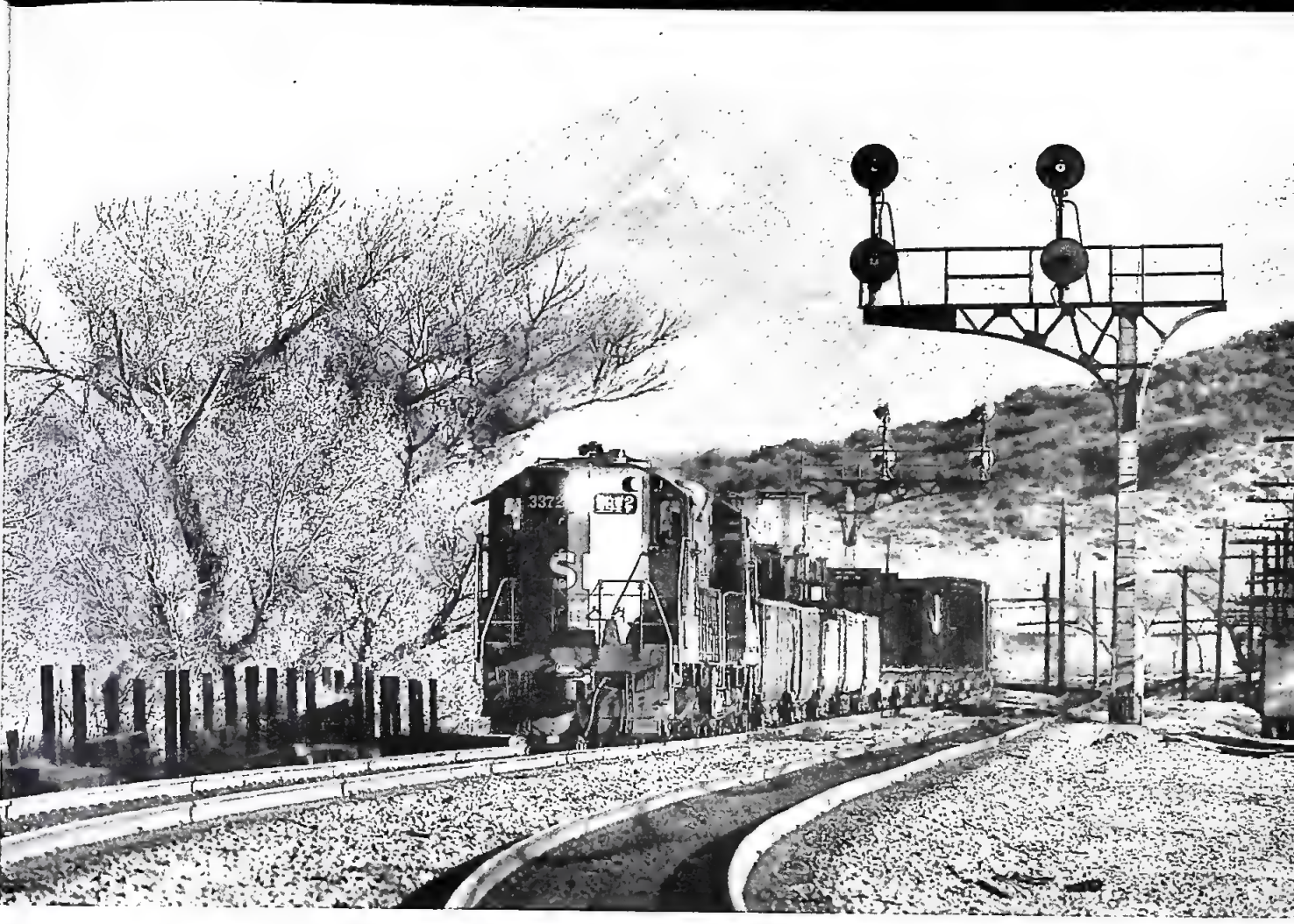
The tracks and the highway swap sides above El Casco as the canyon opens up dramatically, with the snakelike tracks giving way to broader curves and the telephone poles becoming much less bothersome. Though in relatively open terrain, the long tangent past the Hinda crossovers is where trains encounter the west slope's maximum grade of 1.89%. One of my favorite photo locations is the sweeping curve between Hinda and Beaumont. This is also where San Timoteo Canyon Road rejoins I-10. From here on east, the tracks are visible from the freeway most of the way between Beaumont and Indio.

At the top of the hill around Beaumont and Apex, the topography begins to change, with the SP main passing through a short stretch of civilization. Six miles later at Banning, however, you're in the desert. The land here appears level but is in fact on a slant steep enough to justify the railroad's 1.99% maximum grade. Use the Cabazon exits from I-10 for access to some nice photo locations where the rocky slopes beneath San Jacinto Mountain provide an appropriate desert backdrop. You can't miss the huge dinosaur statues at the nearby Cabazon Truck Stop. There is also access to a frontage road directly adjacent the tracks between Cabazon and the Verbenia Avenue exit at Fingal. Just east of Fingal, the SP makes a sweeping curve and veers away from I-10, but you can stay with the trains by taking Highway 111 east towards the tourist city of Palm Springs. The siding at West Palm Springs was once a busy station where the Hollywood elite and other high rollers detrained amid the sounds of Cab Forwards taking on water. An abandoned water tank standing in the wind and sand is all that remains of what was. West Palm Springs is now just a strategic spot for meets, as its passing track is laid out on a slight ridge where the grade drops to a mere 0.3% for just over a mile.

The railroad heads away from Highway 111 east of West Palm Springs as it follows the dry wash of the Whitewater River. There may be some walking involved, but there are some good shots of trains as they weave through the curves above the river bed. Near the east end of Garnet siding, the railroad swings back toward I-10 and becomes more accessible again. From here all the way to Indio, stands of drought-resistant tamarisk trees are planted on both sides of the right of way. Such trees also line the south side of the track back at West Palm Springs. They were put in by the railroad in 1959 to protect trains and lineside equipment from the constantly blowing winds and to prevent sand dunes from forming across the rails. I've seen dunes piled door-handle deep on automobiles left out in the high winds, and lawns disappear in the shifting sands.

The worst part of the grade ends at Indio. From there east, the grade fluctuates from dead level to a 0.3% descent before bottoming out at a nearly minus-200-foot elevation along the north shore of the Salton Sea. All that remains of the once busy terminal at Indio are the palm trees around the old station foundation and the skeleton of the engine house. Helpers are still cut in and out here like they have been for over a century, but they don't live here anymore. Instead, helper sets will travel light from Colton to Indio to meet westbounds or will wait here after bringing an eastbound over the summit.

TWO PHOTOS: TED BENSON



NEAR THE BOTTOM of the east slope at Ferrum, 190 feet below sea level, SP Extra 7257 West (left) races across the undulating desert floor on June 2, 1989, its four units making a run for the 1.99% grades ahead. Mount San Jacinto looms above the El Casco crossovers (above) on January 5, 1990, as Work Extra 3372 West heads down San Timoteo Canyon after setting out crossties.

Stack Trains Over the Hill

Since the advent of doublestack containers, SP's operations over Beaumont Hill have become more and more like the Santa Fe in some ways. There is a lot more intermodal traffic (stack trains in particular) over Beaumont than in some other SP mountain areas, due largely to the handling of export containers through the Long Beach harbor near Los Angeles. Today's stack trains are quite a switch from the Beaumont Hill of a decade or more ago when most of the action involved mile-long freights crawling upgrade with ten smoking tunnel motors on the head end. But some heavy drag freights still run here, and the stack trains themselves are at times quite long and heavy, too. The new GP60s now keep road power needs down to four or five units on the intermodals, but helpers are still frequently used. When the helpers are called for, they're usually spliced in near mid-train or sometimes tacked on the rear. When trains are short or have most of their tonnage toward the front half, helpers are often added to the head end as "nose jobs" to pull the train. With their dynamic brakes being very useful on the descending grades as well, helpers usually run through with their train between West Colton/Loma Linda and Indio.

And Beets, Too

Between the east end of the Salton Sea and the Mexican border is an agricultural area known as the Imperial Valley. Beginning in the spring, westbound the sugar beet trains come north out of the Imperial Valley every morning. They're loaded on branch trackage in the El Centro area and enter the main line at Niland before tackling Beaumont Hill en route west to the Union Sugar processing plant at Betteravia near Santa Maria, northwest of L.A. The high-sided, wooden panel gondolas (known locally as "beet racks") which make up these trains are ancient (most were built in the 1940s, with sides heightened in the '50s to increase capacity), and it's odd to see them coupled to 1990-built GP60s. It doesn't take much imagination, though, to picture them stretched out behind a pair of 4-10-2s or a set of F-units. Because of the surprising weight of sugar beets, unit beet trains often get a mid-train helper over the hill. Prior to the closure of the Eagle Mountain mine in the mid-1980s, Beaumont Hill catered to unit trains of iron ore running from the Eagle Mountain Railroad interchange at Ferrum west to the Kaiser Steel plant at Fontana (near San Bernardino) with helper sets coupled at mid-train and ahead of the caboose. If nothing else, the beet trains at least give railfans a substitute for the absent ore trains by adding classic helper-assisted unit train drama to the growing number of modern intermodals. Still intact, the Eagle Mountain Railroad might make a surprising comeback if plans to haul garbage by rail up to a proposed landfill at the mine come

BEAUMONT HILL

to fruition. Solid waste from the L.A. area would be loaded into containers and sent east over Beaumont Hill every day in heavy tonnage trains bound for Eagle Mountain.

Amtrak and Springtime

A regular morning westbound on Monday, Wednesday and Friday is Amtrak's Train 1, the *Sunset Limited.* Scheduled for a 3:32 a.m. stop at Indio, the train needs to be running two to three hours late to be photographable on the hill. Especially during the summer months when the sun rises early, this can be possible if one of the GE P30CHs has bogged down during the long haul from New Orleans. Since Beaumont Hill basically follows an east-west alignment, the best places to avoid harsh backlight when photographing early morning trains like Amtrak 1 are at Cabazon, the Hinda area and just east of Ordway. Eastbound Amtrak No.2 slips over the hill at midnight after departing L.A. at 10:50 p.m. on Sunday, Tuesday and Friday.

The best times of year to railfan the Beaumont Hill area are winter and spring. The air is clear in the fall, but the mountains don't get much snow until after the first of the year. My personal favorite is spring, when the grass in San Timoteo Canyon is green and the combination of Daylight Saving Time and clear air provide good light early enough to catch the morning stack trains, the beet trains and possibly Amtrak. Avoid summer if at all possible; that's when the smog and haze are at their worst. The haze and smog from the L.A. basin and San Bernardino area builds up as the day goes on, usually spilling over the hill and down into the desert by noon if prevailing winds are blowing east off the ocean. A UV filter is a must, and black & white shooters should carry a K2 yellow filter. Using the mornings also avoids the high summer temperatures, regularly 100°-plus in San Timoteo Canyon and above 110° in the eastern side's desert sun. Carry plenty of water, a hat and some sun screen. It pays to keep your film cool, too.

I'm always surprised when a railfan says he hasn't spent any time on Beaumont Hill. There can be "foamers" by the bucketload chasing new units with the latest louver configuration over Cajon Pass and nothing but crickets and diesels 20 miles away. Beaumont is where all of SP's high-density, heavy tonnage action takes place. Give the *other* hill a shot.

KODACHROME BRUCE KELLY

GP60s ARE NOW common on Beaumont, as many older SP units don't meet new anti-smog laws. GP60 9686 (left) led eastbound doublestacks between Ordway and El Casco in May 1990, where a month later 9649 (bottom left) led westbound stacks under the glow of morning sun. Four clean GP60s and six other EMDs raced east at Redlands (below) in January 1989. At 6:11 a.m. on July 8, 1987, an SP SD40T-2 (above) helped the tardy westbound *Sunset Limited* with P30CHs past the east switch at Pershing.

KODACHROME: DON R. FLYNN

TWO KODACHROMES REX K. NELSON

The streamliner sat cold and lifeless, a faded hulk in the recesses of the Illinois Railway Museum's Car Barn Eight. Soon the welders would arrive to start restoration work, and taking advantage of the last respite before the coming frenzy, I climbed aboard and walked into the front car.

The seats were dusty, and some of the windows were cracked. At the very front of the train, I sat for just a moment in the legendary "railfan seat" and looked out the front window at the back of a Chicago 'L car. To my right was the empty motorman's control cab, but in my mind's eye I could still see motorman Bill Keller releasing the brakes and notching her up on the bitterly cold January night 27 years ago when the North Shore Line died and the *Electroliner* era ended.

At 7:56 on that evening of Sunday, January 20, 1963, motorman Keller eased this very train, *Electroliner* 801-802, away from the North Shore Line's Roosevelt Road Station. Four minutes later the sleek salmon and green streamliner, running as train 809, paused at the Adams and Wabash

ON ITS LAST TRIP as a scheduled North Shore Line train, *Electroliner* 801-802 tied up in Milwaukee (**below**) at 10:00 p.m. on January 20, 1963. Its last revenue move was a trip south with sailors for Great Lakes on its deadhead to Highwood Shop. A few days earlier, one of the *'Liners* (**top**) zipped southward as Train 800 through the Belmont 'L station.

The events of January 20, 1963, on the North Shore Line **by Greg Heier**

The Last Run of the *Electroliner*

downtown station to take on its last load of Milwaukee-bound passengers.

Monday morning's newspapers would proclaim it the coldest January 20th in 80 years, but the frigid air was no deterrent to the nearly 200 passengers vying for the 146 seats aboard this last *Electroliner*.

A group of Central Electric Railfan Association members had taken over the lead coach, including the coveted railfan seat. CERA Fantrip 29 had opened the *Electroliner* era with the first Chicago-to-Milwaukee round trip aboard 801-802 on February 8, 1941, and now, 22 years and 3.3 million miles later, it seemed entirely appropriate that this train was closing the *Electroliner* era by starting its last dash to Milwaukee with a standing-room-only crowd of its oldest and dearest friends.

At 4:01 the next morning the last crews would go home, the lights would be turned off, and the 68-year-old railroad would pass into history, but for one last evening the two *Electroliners* were still the twin speed queens of electric railroading. Because of the North Shore Line's meticulous maintenance program, the *'Liners* had aged gracefully; upholstery was fresh and clean, windows spotless and suspension so flawless that it was hard to tell when the train was moving.

Twisting through the curves on Chicago Transit Authority's north side elevated line, it seemed inconceivable that this fine train was making its last run. Had the North Shore Line been dying with weed-grown track, slow orders, broken windows and torn seat cushions it might have been easier to accept. But this was space-age railroading with precision schedules, ruler-straight trackage and state-of-the-art streamliners. If this railroad couldn't survive, what hope was there for other passenger carriers?

Hoping for a last Electroburger, I joined Maury Klebolt and his Illini Railroad Club contingent in the warmth of the tavern-lounge car. Our Electroburgers arrived as the train rumbled through the special-work at Howard Street and turned westward toward the Skokie Valley Route. They were out of buns and chips, but no other hamburger ever tasted half as good as that farewell Electroburger.

Leaving Howard Street, conductor Earl Hansen and trainman John Horachek set the trolley poles as the *'Liner* crossed over from third rail to trolley wire, and the race to Milwaukee was engaged.

As we ate, we debated the reasons behind the North Shore Line's demise. Rumors were rife and every fan was a self-appointed expert, but many had done their homework.

"It's all for the tax credits," one fan stated. "Susquehanna's going to get a $20 million tax credit."

"The commuter group offered two-and-a-half million, but the railroad won't even talk with them," said another.

"But the book value is 26 million, and the commuter group hasn't got the money."

"Sure they do. They put up a hundred thousand as earnest money."

"But how are they going to cover a loss of $1500 a day? They'll never make it, and Susquehanna knows it."

"Senator Douglas thinks Susquehanna Corporation is bleeding the railroad dry. He thinks they deliberately let the railroad run down so they could take a $28 million tax loss credit. He's asked the IRS to investigate."

"That's a lot of bunk. There's no conspiracy. Times are changing. I heard that the line lost 40,000 passengers a month right after the Northwest Expressway opened."

Management contended that far from bleeding the railroad dry, Susquehanna Corporation itself was being endangered by the railroad's continued losses, and only the money pumped in from its uranium, oil and phosphate interests were sustaining the line's $500,000-a-year losses. North Shore Line President Harold Mason stated that the last profitable year for the railroad was in 1946 when the line emerged from a 14-year bankruptcy.

The company spun off a holding company, Susquehanna Corporation, and the railroad became a wholly-owned subsidiary of its own offspring. By 1962, annual ridership had dropped from a wartime high of 22,000,000 to just over 5,000,000. While the commuter group had made a bona fide offer of $2,500,000, with provision to lease the railroad until the money could be raised, it could not guarantee to protect Susquehanna from losses from accidents or failure to perform during the period of the lease.

The impact of the line's 6000 daily commuters was illustrated by the Chicago Transit Authority's addition of one extra four-car train to its Evanston Express schedule, and the Chicago & North Western's addition of two extra coaches to each of five rush-hour trains. To these lines, the message was "no big deal;" most commuters intended to drive.

If they argued about it for the next quarter of a century, the railfans weren't going to solve the "North Shore didn't have to die" controversy. Abandoning the discussion to the professional nit-pickers, I headed toward the lead car.

The lights had been turned down in the front car, and through the front window you could see a seemingly endless row of green signals. This was the Skokie Valley Route, Samuel Insull's greatest gift to the North Shore Line; equipped with single-suspension catenary and curves with a minimum radius of 1.5 miles, it was indeed the line's speedway.

In the lead car the conversation was hushed, almost reverent.

"What a railroad."

"I rode the first trip of this train."

". . . And now the last."

"Still rides as good as it did in 1941."

"Eighteen thousand miles of interurban, once . . . and this is the last . . . unless you count the South Shore Line."

"The South Shore's a heavy electric, not an interurban. It uses pantographs instead of poles."

Briergate flashed by. An empty commuter lot and a C&NW poster advertising replacement service, and then only a memory, as the *'Liner*'s speedometer hovered between 70 and 80.

"Years ago they had a billboard along the Skokie Highway. All it had was a picture of a North Shore Line train and the question 'Did you ever travel 80 miles an hour?'."

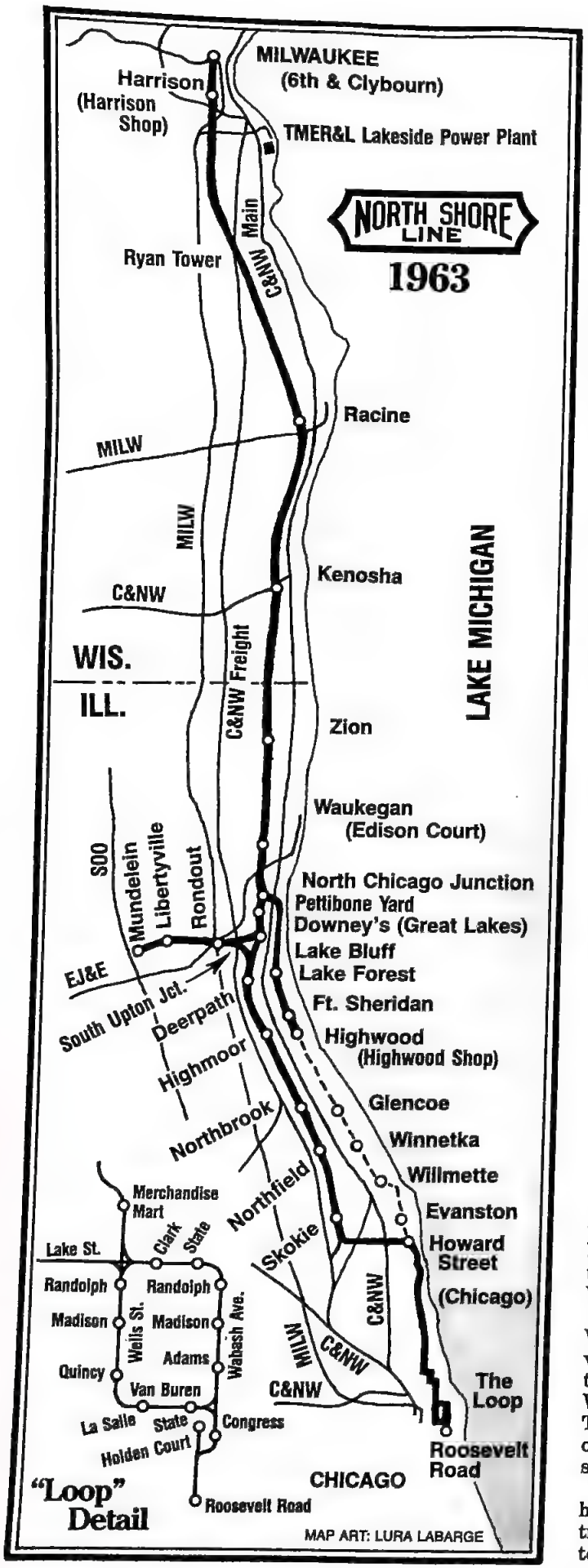
"The trains were faster then."

"They're still fast. They say the trains rack up almost 2000 miles a week at 60 miles an hour or better. One of the *'Liners* makes the 15 miles between Waukegan and Kenosha in 13 minutes flat . . . start to stop."

"You know, you still can't get from downtown Chicago to downtown Milwaukee any faster than this, even if you fly in a jet. It's the cab ride between airports that kills you. And the cab rides cost more than the North Shore's five buck round trip."

In 1927, the North Shore Line won *Electric Traction Magazine*'s speed trophy. It retired the trophy in 1933, after winning in 1931, 1932 and 1933.

The *'Liner* slowed for the curves through South Upton and Lake Bluff and then accelerated again toward North Chi-



cago Junction. At North Chicago Junction we passed the cutoff to the old Shore Line Route, the road's original main line.

"They took a five-year tax write-off after they abandoned the Shore Line Route in 1955. Didn't pay income taxes until 1961. Guess they're going to do it again. Maybe we should buy stock in Susquehanna."

And then the holder of the railfan seat cried, "Look! It's the substitute. They didn't run the *Electroliner* on the southbound trip."

And it was true; 803-804 had been deadheaded back to Highwood. Normally the northbound and the southbound *Electroliners* passed near North Chicago Junction. *Silverliner* 750 was on the point of the three-car train; ours was truly the last *Electroliner*.

At Edison Court, Waukegan, we reached the end of catenary at the north end of the line's commuter district. Edison Court was where extra cars were added to southbound conventional trains and northbound trains cut off cars. It was the *Electroliner*'s first scheduled stop since leaving Chicago. The station was plastered with "Commuters Arise — Save the North Shore Line" posters. From here on, the overhead was simple trolley wire. The last *Electroliner* was halfway to Milwaukee.

"Should have been there for the first trip," someone said.

"I wasn't even born yet," quipped another.

"There was a blizzard that first day. Lots of snow, but did that train move."

"The employees took a pay cut to pay for the *'Liners*, and St. Louis Car Company took two-thirds of their money in promissory notes. The two trains cost $300,000; wonder what they'd cost today?"

"Got a balancing speed of 75, maybe better."

"Balancing speed?"

"That's the top speed on tangent track, with no wind, full operating voltage — about 650 — and a full load of passengers. Change anything, and the top speed changes."

"I've *seen* the speedometer over a hundred."

"Train 818, I bet. Downhill on the straightaway north of Racine; Sunday evening with a handful of passengers and no other trains in the block, maybe a 30-mile-an-hour tail wind. Maybe."

"And *maybe* somebody gimmicked up the speedometer to impress you. They could do that, you know."

"Number 818 was still the train to ride. It was North Shore's fastest schedule; only two stops between Milwaukee and Howard Street: Racine and Kenosha. Downtown to downtown in an hour and 57 minutes."

Conductor Earl Hansen leaned into the front coach to call out the Kenosha stop, and we suddenly realized that the last *Electroliner* trip was nearing its end. The last hours of the North Shore Line were slipping away.

At 11:56 we would find ourselves, 300 strong, on conventional Train 436, headed back toward Chicago. An unexpected treat would be the Ink Spots, a famous singing group that occupied the rear four seats on the train and sang their way back to Chicago. Just south of Milwaukee 436 would break a trolley rope and motorman Bill Livings and conductor Henry Bondy would have to make an emergency repair. We'd be 42 minutes late into Roosevelt Road.

The next day we'd read the plight of Donald Knepper of Waukegan who had the dubious honor of owning the last vehicle struck by a North Shore Line train. Stalling on the tracks at Beach Road crossing, about three miles north of Waukegan, just before midnight, Knepper tried to flag down Train 435 and then watched as it demolished his six-month-old Ford. Knepper's only repeatable comment was that he sure wished the line had gone out of business a week earlier.

The accident would delay northbound Train 437 by an hour and a quarter, stealing 436's honor of being the last train on the North Shore Line and giving that honor to motorman Francis Murray, conductor Joe McGrath and brake-

man Charles Wussow.

The newspapers would relate that in the confusion of the last train into Chicago, a *Chicago American* reporter would spend 15 minutes interviewing a *Chicago Daily News* reporter; perennial last-tripper Al Carter would stall so he could be the last off the last train only to find that the accident had made the northbound train the real last train. And someone tried to steal the markers off the last train.

But the end was still hours away, and for the moment, the *Electroliner* commanded our attention; the rest of the night's activities could sort themselves out.

Leaving Racine, Train 809 was on the homestretch, 13 miles of tangent track heading into Milwaukee. That's when the ghosts settled in. The snow-covered Wisconsin countryside raced past our windows, and the view seemed as cold and bleak as the North Shore Line's future.

"Look closely; they're pacing us. See them out there in the snow . . . the *Badger Limited* . . . the *Cream City Special* . . . the *All-Steel Limited* . . . the *Gold Coast Limited* . . . the *Interstate Limited* . . . the *Eastern Limited* . . . the *Northlands Limited* . . . the *Prairie State Limited* . . . they're just waiting to add the *'Liner* to their ranks."

"It was some railroad. Did you know they were the first to use mechanical refrigeration?"

"Their 'Ferry Truck Service' was the first piggyback service."

"Can you imagine TOFC on the 'L? The dock was at Montrose Avenue; one year they handled 18,000 trailers between Chicago and Milwaukee."

"And it was a people hauler, that's for sure. During the war the line carried 60,000 riders a day."

"That's nothing; once it carried a half-million fares in a single day."

In 1926, the Roman Catholic Church held its 28th International Eucharist Congress in Chicago. With the closing ceremonies scheduled at St. Mary of the Lake Seminary in Mundelein, the North Shore Line was called upon to transport the faithful from various points on the rapid transit. They used more than 900 rapid transit cars and a hundred of its own cars. When the dust settled more than 275,000 people had been carried each way, making a ride total of more than a half-million. Incredibly, not one injury was reported, and the railroad was able to maintain regular service throughout the 18-hour project.

"Yes sir; it was a road of superlatives."

Murmurs of agreement echoed through the lead car as the *Electroliner* rounded the curve into Harrison Street station in Milwaukee. For the next few miles the streamliner would play streetcar as it traversed Fifth and Sixth Streets to the downtown terminal.

"One night I was riding the railfan's seat and we stopped at a traffic light behind a Volkswagen bug. Evidently the driver was necking with his girlfriend and sat there through one complete green cycle. The motorman rang the gong, but nothing happened, so he blew the air horn. I didn't know a beetle could do a wheelie."

Back in the tavern-lounge, a chorus of *Auld Lang Syne* was followed by the *Whippenpoof Song*, and then a silence fell over the train as we realized that on the morrow there would be a North Shore Line-shaped hole in our lives. Then came the viaduct and the reverse curve into the depot.

The 801-802 eased to a stop 22 years and a world away from the Milwaukee of old that had first greeted the gleaming *Electroliners*. For a moment there was a reluctance to leave the warm comfort of the *'Liner*, and all was silent, save the rhythmic thumping of an air compressor.

The Age of the *Electroliners* had come . . . and gone.

The *Electroliner* story was over, at least as far as I was concerned. The two trains were sold off to Philadelphia, to run on Red Arrow's Norristown Line, and I went on with my life.

At Philadelphia, the *Electroliners'* trolley poles and bases were removed, the steps and traps were cut away and the third-rail beams were replaced with those compatible with the Philadelphia & Western's type of third rail. Worst of all, two new doors were cut into the sides of each train. The *'Liners* were then painted red and white, to emerge as *Liberty Liners* "Valley Forge" and "Independence Hall." For the next 18 years they would hob-nob with those East Coast aristocrats, the Bullet cars, and another generation of railfans would come to love them as I had.

But they were no longer *Electroliners*. Though I traveled east and rode the Bullets, I never had another chance to ride one of the *'Liners*. The twisting curves of the Norristown line and the frequent station stops were not at all kind to the *'Liners*, and, as the years passed, the trains saw more and more down-time due to mechanical failures. Finally, in 1981, the Southeastern Pennsylvania Transportation Authority put the *Liberty Liners* on the block.

The high bidder for *Liberty Liner* "Valley Forge," the train that had been *Electroliner* 801-802, was the Illinois Railway Museum. At the time of the North Shore Line's abandonment in 1963, the Illinois Electric Railway Museum, as it was then known, was located on a site behind the Chicago Hardware Foundry in North Chicago, Illinois. This location was adjacent to the North Shore Line main line, and for the first decade of the museum's life, the *Electroliners* had whistled past ten times a day.

Although many North Shore Line cars were available in 1963, the still-small IERM was able to afford only one car, the 160, a 1915 steel interurban built by the Brill Company. Several other cars were purchased by interested railfans, and eventually these came into the IRM collection, but any thought of acquiring the one of the *Electroliners* had been out of the question.

In 1964 the museum moved to its present site in Union, about 40 miles northwest of Chicago, and began constructing a main line along a five-mile portion of the former Elgin & Belvidere Railroad. Renamed Illinois Railway Museum, to more accurately reflect the enlarging collection which now included steam locomotives and diesels, the museum display area was developed on a 56-acre plot of former farmland.

By 1981, when the SEPTA *'Liners* became available, Illinois Railway Museum had grown to become one of the largest transportation museums in the world. With a half-dozen major buildings, over 250 pieces of motive power and rolling stock and a fully-signaled, railroad-standard main line, the museum was clearly a fitting home for an *Electroliner*.

The museum purchased trainset 801-802, the "Valley Forge," from SEPTA for $16,800. The train was removed from its trucks, and the four carbodies and trucks were trucked through the streets of Philadelphia to former Baltimore & Ohio yard where the train was reassembled on two Trailer-Train flatcars for the trip to Illinois. The truck move across Philadelphia and the crane rental cost the museum another $14,000.

Meanwhile, the second train, the "Independence Hall," had been purchased by Railways to Yesterday, at Orbisonia, Pennsylvania, for $6,000. This group is in the process of completing restoration of trainset 803-804 as a *Liberty Liner*, making 801-802 the sole surviving *Electroliner*.

On arrival at Illinois Railway Museum, the Car Department reconnected the motor leads and tested the electrical equipment. With great fanfare, during the museum's 1982 Fourth of July celebration, the *Electroliner* ran off of the flatcars and down a ramp onto Illinois rails for the first time in 19 years.

The museum hoped to begin a restoration program for the *'Liner*, but all available funds had been exhausted by the purchase and moving expenses, and it wad decided to operate the train for the first two years in its *Liberty Liner* colors so that more donations could be solicited.

Trolley bases and poles were installed, the running gear was given a minor overhaul and the train operated under

IRM overhead on August 1, 1982. It looked funny, and you had to climb ladders to get into it, but once inside, you were truly back in *Electroliner* territory. And as the train treated 1982 Member's Day guests to a taste of its remembered glory, the donations started pouring in. It was time, as the late Vane Jones said, "put her back in the colors God intended."

A preliminary survey showed that the *'Liner* was in far worse condition than originally thought. On each nose, patches covered dents caused by collisions in past years. Inspection of photos taken in the North Shore's last days showed that these patches had been in place at that time. Removal of the sheet steel on one nose revealed crushed ribs, probably caused by an automobile collision.

A more serious problem was caused by the method of construction used in the *'Liner*. In lightweight equipment built by the St. Louis Car Company, it was the practice to construct a sound-deadening floor by sandwiching a sheet of plywood between two sheets of lightweight steel. Unfortunately, this wood layer held moisture and eventually caused rusting of the side panel where it met the floorline. Because the side panel extended a few inches below the floorline to hide some of the underbody equipment, the lip so formed was also a target of rust.

Holes had rusted through the side panels of the train, much the same way they do on automobile fenders; and just like auto repairmen, the SEPTA shop department had filled the holes with Bondo — nearly a thousand pounds of it!

A ten-inch strip, the entire length of both sides of the train, had to be replaced with new steel. In addition, considerable steel work was necessary to close off the extra doors installed by Red Arrow and to reconstruct the missing stepwells, traps and body fairings. Because all of the side doors on the train had been replaced with plywood doors, it was necessary to build new side doors, as well.

While the steel work was being done, the brake cylinders were removed and completely rebuilt. Stopping a high-speed, roller-bearing-equipped train requires good brakes.

By late October 1990, the train was ready for painting. Fortunately, paint chips were still available from the original 1941 painting, and it was comparatively easy for DuPont to reproduce the accurate shades of aqua-green and salmon in authentic railroad Dulux.

Painting the *Electroliner* required 60 rolls of masking paper, a hundred rolls of masking tape and 70 gallons of paint. When the masking paper was removed on Thanksgiving Day 1990, all that remained was to remount the headlights, mount the North Shore Line nose plaques and letter it in the silver *Electroliner* lightning stripes.

In December, the *Electroliner* started plying the museum's main line on shakedown runs, getting ready for its grand debut on February 9-10, 1991, fifty years to the day after its debut on the North Shore Line. More than $100,000 had been spent in its acquisition and restoration. The February "*Electroliner* Re-Inaugural" was planned to help repay more than $40,000 in notes still outstanding.

As it turned out, the age of the *Electroliner* was not gone, it had just been on a 28-year hiatus.

Return of the *Electroliner*

The events of February 7-10, 1991, at the Illinois Railway Museum

by Mike Del Vecchio

Most of the people pictured in the crowd below hadn't been born yet when the Chicago North Shore & Milwaukee's articulated *Electroliner* trainset 801-802 had entered regular service on February 9, 1941. And only a few in that photo even remember 801-802 in service before its last run on January 20, 1963. But those who gathered at the Illinois Railway Museum in Union, Ill., at 11:00 a.m. on February 9, 1991, were able to relive — or like me, see for the first time — what the *Electroliner* legend was all about. As the *'Liner* gently rolled through a banner, the applause of camera shutters signaled that *Electroliner* 801-802 had entered service once again, exactly 50 years after it had done so on the North Shore Line.

IRM DEBUTED its lovingly-restored *Electroliner* 801-802 on February 9, 1991, exactly 50 years after it entered scheduled service on the North Shore. Video shot by the local news cameraman in the lower left was shown nation-wide later that evening.

The *Electroliner* celebration at IRM had actually begun on February 7 when the 801-802 was rolled out for the local press so publicity could hit the newspapers before the weekend. Even this had a basis in history, as in 1941 there had been a press run on February 6, and the first "revenue" trip had been made on February 8 as Central Electric Railfans' Fantrip 29. Our February 9 date marked the *'Liner*'s entry into regular scheduled service.

The full weekend of 1991 *Electroliner* activities included hourly trips between the restored CTA 'L station within the museum and the end of wire three miles east on IRM's main line. The weekend's operating equipment was all North Shore, as a pair of "green cars," a two-car *Silverliner* train (including combine 251) and the orange Chicago & Milwaukee Electric Railway car 354 rotated main line duties on a schedule opposite the *'Liner* or operated a "local" around the loop of track circling the museum grounds. Also, for the first time at any IRM event, shuttles were run westward to the end of track only two blocks from downtown Union and the American Legion hall where photo contest entries and model railroad equipment were on

KODACHROME: MIKE DEL VECCHIO

display. The green cars pretty much handled the Union shuttle but did make a couple of trips out on the east main.

The relatively straight east-west IRM main line extends roughly four miles, with all but the last east end mile of it under trolley wire. At the west end of the line is downtown Union, and the museum site and "East Union" depot are located roughly a half-mile east of there. The line is mostly single track with a lengthy passing siding at the "East End" near the end of wire. The line is automatic block signaled (color

THESE IMAGES of *Electroliner* 801-802, shot 29 years apart, are remarkably similar. In October 1962 (below) it was southbound passing the Northbrook, Ill., station. On February 10, 1991 (above), it was meeting *Silverliner* combine 251 under Insull-standard catenary. The ability to so closely replicate action scenes like this is rail preservation at its finest.

KODACHROME: REX K. NELSON

lights and semaphores) and really has the flavor of a classic interurban. The section of double track at the east end with its former-South Shore catenary really has the "look" of the North Shore main line. While the *'Liner* didn't exceed 30 m.p.h., the images were impressive as it trundled through the fields, often meeting *Silverliners* or green cars. The scenes were reminiscent of the North Shore main line just below South Upton Junction.

The weekend turned out to be quite an event, and, in addition to the railfans, many people who were there were those who simply remembered the *'Liners* in service. North Shore-style "Electroburgers" were sold in the diner, and conversations at the various tables were priceless. Other activities included a banquet on Saturday after which the *'Liner* was taken out for a night run followed by a few impromptu night photos. IRM volunteer and former-North Shore conductor (1962-1963) Rich Taylor, now general manager of the Keokuk Junction Railway in Iowa, proved to be a willing model in the night photos, and he responded naturally when asked to "do what you did 28 years ago." With the *Silverliner* heading toward the camera and across the 'L platform from the *Electroliner*, he walked by habit to the far door of the *Silverliner* coach where passengers would have boarded in 1963.

The "official" public night photo session was conducted by former-

KODACHROME: STEVE BROWN

KODACHROME: MIKE DEL VECCHIO

KODACHROME MIKE DEL VECCHIO

Passenger Train Journal editor Mike Schafer on Sunday night, concluding the spectacular weekend of events.

After the 1963 demise of the North Shore, Philadelphia's Red Arrow Lines bought both *Electroliner* trainsets. After 17 years of service as *Liberty Liners* running alongside Brill "Bullet" cars on the Norristown line, the 801-802 was sold to IRM, and sister 803-804 went to the Rockhill Trolley Museum adjacent to the East Broad Top Railroad in Orbisonia, Pa. The Rockhill group is keeping the serviceable 803-804 in its *Liberty Liner* livery and steadily working on a full cosmetic restoration. On the same February 9-10 weekend as the IRM celebration, RTM was holding its annual "Winter Trolley Meet" at Orbisonia. While the *Liberty Liner* wasn't scheduled to run (out of deference to its lack of "winterization"), alert railfan Steve Barry talked RTM organizers into posing the 803-804 set with active Chicago Aurora & Elgin car 315 for night photos. On the evening of February 9, flashbulbs almost a thousand miles apart were celebrating the *'Liners'* golden anniversary together.

IRM's *Electroliner* is a fine machine, and it will make many appearances in

CLASSIC INTERURBAN scenes abound at IRM. The restored CTA 'L station provided a hauntingly realistic setting for the North Shore Line equipment. Former-NSL conductor Rich Taylor (above) waits for *Silverliner* passengers. Across the platform (left), the *Electroliner* is about to depart with the post-banquet night run (to Milwaukee?). A rather soggy cornfield on Saturday afternoon (top) resulted in one of the finest *Electroliner* photos ever taken.

TWO KODACHROMES MIKE DEL VECCHIO

A GOLDEN Sunday sunset behind *'Liner* 802-801 was appropriate on this golden anniversary weekend. Once a North Shore conductor, Rich Taylor (**left**) waves a "highball" after the Saturday night run. On that same February 9 evening (**below**), the Rockhill Trolley Museum at Orbisonia, Pa., posed its former-NSL 803-804 with CA&E car 315.

the future. IRM is the largest operating railroad museum in the world, and this was their biggest single restoration project to date. With a strong volunteer base, members of the steam, diesel and trolley factions all worked together to have the *'Liner* ready for this weekend in a five-year, $100,000 project. There is still work to do on the interior, and more fundraising is needed (donations are tax-deductable to IRM, P.O. Box 427, Union, IL 60180). But there is no doubt that the end result will continue to be worth every bit of the effort.

KODACHROME STEVE BARRY, LIGHTING BY ALEXANDER D. MITCHELL IV and STEVE BARRY

BY JIM BOYD

ALAN DE LUS

RICK STEELE

NEW TRAIN INDICATOR board numbers for Steamtown's Big Boy 4012 were made in the UP's Cheyenne roundhouse (right) by steam crew member Rick Steele. On November 4, 1990, Jim Boyd and Chris Kimler compared them to the 4012's existing set and found the box to be a different style.

Thank You, Steamtown

In early February 1991 we received the following letter from Dr. John A. Latschar superintendent of the National Park Service's Steamtown National Historic Site:

"I have received quite a few letters from the readers of R&R in response to your column in the February 1991 issue entitled "Steamtown's Silly Turntable." The responses leave no doubt about the sentiments and thoughts of those who have taken the time to write — the vote to date is twenty against the turntable deck for every one in favor of it.

"As you know, we have been struggling with the turntable deck issue, ever since you raised doubts in our minds last summer. I have been impressed by your point of view, and by the effort you personally took to make sure that you understood everything we were trying to do. You sat through a presentation of our entire development philosophy and plans not once, but twice. I have been even more impressed by your spirit of generous assistance towards Steamtown. You have not let this issue dampen your overall enthusiasm for Steamtown, and went out of your way to help us make our first Photographer's Weekend a success. Your coverage of that weekend, by the way, was superb.

"In short, your considered, balanced and professional opinion has had a great influence upon me, as have the opinions of your readers. I am therefore pleased to be able to inform you that we have made the decision to cancel the deck. The turntable at Steamtown will be built and installed as a pure working turntable, without a deck.

"I appreciate the spirit of professionalism and cooperation with which you approached this issue. I think you are right — you have helped us avoid making a major error. I hope you will take the opportunity to pass this information on to your readers."

We certainly appreciate his comments and the news about the turntable. The Steamtown staff was thrown into a very large project in which very few had a background in railroading, and they are working very hard to develop the expertise to be able to render informed judgments on the critical design decisions that lie ahead — and a few, like the turntable, that have already taken place. While maintaining a strong level of professionalism themselves, they have always given courteous consideration to advice from informed railfans.

Dr. Latschar, in particular, has been a calm voice of reason in the midst of political pressures, bureaucratic procedures and frantic railfans yammering for their favorite projects. He understands both the "artistic" potential of the site and the massive administrative headaches that bringing them to reality will require. So far he has executed this balancing act with considerable grace. Given time and public and political support,

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there are some wonderful plans for the Steamtown site.

While the turntable affair was still an unresolved issue and before the Photographer's Weekend had proven itself a success, Dr. Latschar was not quite sure whether I was friend or foe. When he was told by Ranger John Mucha that I had a presentation to make to him at the Photographer's Weekend opening banquet on Friday night, he wasn't quite sure what to expect. When he opened the package, his expression was one of relief as much as joy.

The package contained the result of a conspiracy I'd cooked up while the guest onboard the Union Pacific River City Roundup trip with Challenger 3985 a month earlier. Steamtown has UP Big Boy 4-8-8-4 4012, and it has always bugged me that it was decked out with what appear to be homemade number stencils in its train indicator boards atop the smokebox. With their odd typeface, they definitely look wrong. When Rick Steele of the locomotive crew mentioned that he had the official company drawings and patterns for the UP number boards and had made the ones currently on both the 3985 and 844, it didn't take much armtwisting to get him to "volunteer" to make up a set for the 4012.

Working at home and in the Cheyenne roundhouse, Rick made up the set using the same patterns and materials used on the still-active UP steam fleet today (that is, masked and painted plastic rather than cut metal stencils and glass). They should be authentic enough for even the fussiest historian.

It was this package of train indicator numbers that was presented to Dr. Latschar at the Steamtown banquet. The next day we borrowed them back long enough to see if they would fit on the 4012. It turns out that the 4012 has a drastically different style of train indicator box, with one continuous "X4012" stencil no provision for individual interchangeable numbers like the 3985 and 844. We'll have to let the historians do a bit of research to figure out whether it's authentic or not. In the meantime, thanks to Rick Steele and the Cheyenne crew, at least Steamtown has a pattern to use for a correct "X4012" number set.

next month in RAILFAN & RAILROAD

● RIDING THE SUPER FLEET: Bruce Kelly takes us West to see Santa Fe's Super Fleet diesels in operation, including a cab ride over Cajon Pass in a new Dash 8-40BW.

JUNE 1991 ISSUE ON SALE MAY 1

John Horachek and the *'Liner*

On hand at the Illinois Railway Museum press run on February 7, 1991, for the return to service of the North Shore Line *Electroliner* 801-801 (page 64) was John Horachek, the only surviving crew member of the last run of that same train back on January 20, 1963 (page 60). John is a railfan who was associated with IRM in its early days but has not been active there in recent years. His association with the lore of the *Electroliners* is well established, however, having written an excellent two-part feature article about them in the October and November 1982 issues of *Trains* Magazine. Having acquired the personal records of the *'Liners'* mechanical caretaker and personal friend, the late Orin Schmidt, John is in the final stages of preparation of a book on the pair of streamliners.

I remember John Horachek from my days of riding the North Shore to school in Milwaukee in 1962 and 1963. My first encounter with him was on a northbound "conventional" train, and I was standing at the front inside door of the car, watching through the vestibule and out the front windows as we rock 'n rolled up the Skokie Valley's fast main line. I was standing rather flat-footed and hanging onto the doorknob to keep my balance.

"What's the matter?" came a sharp voice from behind me. "Haven't got your sea legs yet? What kind of a railfan are you if you have to hang on to stand up?"

After that little challenge, John went on to show me how to stand — feet apart, knees slightly bent with one foot slightly back — in such a way to be always able to maintain

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SUSQUEHANNA 1990: Susquehanna/NJT Ski Trains, Pandrol-Jackson rail grinder on Sparta Mountain, NYS&W Technical and Historical Society Outing, Jersey Central Historical Society Foliage trip, Central NY RR Historical Society Tully-Sherburne Foliage trip, more. Exclusive: First CP rail power leading stack train onto Southern Division. Two hours, VHS, all live sound and color. $34.00 includes First Class shipping. Norm Weiler, PO Box 322, Branchville, NJ 07826. 591

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WANTED: BONDS, stocks, timetables, annual passes! Ken Prag, Box 531RFW, Burlingame, CA 94011. 415-566-6400. 292

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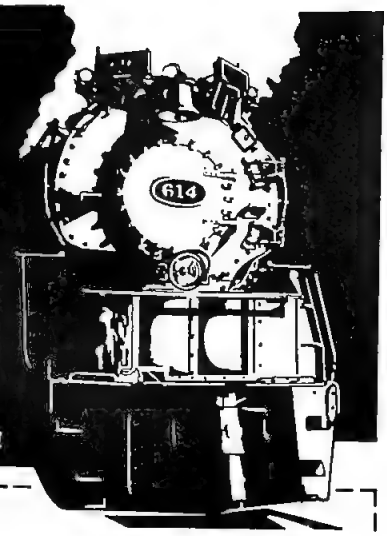

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JOHN HORACHEK, who worked the last run of *Electroliner* 801-802 on January 20, 1963, was on hand for the IRM press run on February 7, 1991, celebrating the train's 50th Anniversary.

your balance and be braced for almost any movement of the car. In my years of railfanning and railroading since then, that lesson stayed with me, and every time I catch myself in that stance on a moving train, I remember John Horachek and that day on the North Shore.

I had other business at home on the weekend of the last run of the North Shore, and my last ride on the railroad was two days before the end on *Electroliner* 803-804 on January 18, 1963. So there is a historic precedent for my missing the first run on the 801-802's return to service at IRM. I had some program preparation work to do that weekend before EastRAIL and couldn't get away from New Jersey. Mike Del Vecchio, who had

RAILFAN & RAILROAD Advertising Index for May 1991

A-B

A&R Systems, Inc. 34
American Altavista 31
Arbor Vitae Studio 35
B.R.M.N.A. 18
Berkshire Vidography, Inc. ..... 26,69,Cover II
The Book Depot 36,37

C

C&O Historical Society 22
Camp 5 22
D. Carleton Railbooks 22
Carson Home Video 30
Carstens Publications, Inc. 20,26,34,40, 41
Challenger Tours 7
Charly's Slides 69
Christian Bell Porcelain Ltd 29
Colorado Railroad Museum 8
Conceptual Designs 38
Conway Scenic Railroad 35
Crestline Studios 16

D-E-F

The Depot Attic 14,25
Des Plaines Hobbies 34
DPA-LTA Enterprises, Inc. 6
ECO Works 24
Freight Cars Journal 33

G

Gandy Dancer 6
Gjevre Books 14
Gifts for Rails 18
Golden Spike Enterprises 14
Greenberg Publishing 39
Green Frog Productions 11
L.V. Grogan 32

H

Herron Rail Services 7
Highball Productions 29
Hi-Iron Railroad Videos 29
Hopewell Productions 14

I-J-K-L

Interurban Press 12,24,73
JMJ Productions 21
Kauffman Creative Services 30
M.F. Kotowski Railroad Art 7
Carleton F. Loucks 10

M

Manitou & Pikes Peak Railway 17
Mark I Video 13
McMillan Publications 31
Menkelsounds 32
The Monorail Society 14
Morning Sun Books 39
Moviecraft, Inc. 22
Mystic Valley Railway Society 22

N-O-P

Neff Video Productions 20
NJ International 29
Old Line Graphics 25
Pentrex ..... 33, Cover III, Cover IV
Postalcan Books 33

R

Railfan & Railroad 72
Rail Plaque 69
Railroad Avenue Enterprises 32
Railroad Video Productions 27
Rails 'N' Shafts 15
Railway & Locomotive Historical Society 13
The Red Caboose 28
Revelation Audio-Visuals 16
W.N. Rich 20
Ben Rohrbeck 33
Roanoke Chapter NRHS 32
Ron's Books 30
Roundhouse Records 18,24
R S Enterprises of NJ, Inc. 35,69QL

S

Greg Scholl Video Productions 23
The Short Line 69
Simmons-Boardman 36
Sundance Marketing 20,35
Sunday River Productions 9

T

TGM Productions 38
TLC Publishing 13
Trackside Video 25
Trains Unlimited Tours 22,30,34
The Train Station 19
Transquip 8
Triton Press 16
Trolley Talk 20

V-W-Z

Video Classics 22
WB Video Productions 4
G.C. Wineholt 30
Zuleka Productions 6

never before seen the North Shore or an *Electroliner* in action, was very eager to see the train at IRM and made a quick winter drive to Illinois for the occasion. Mike had done his homework, however, and brought back some impressive images that captured the real flavor of the dearly departed North Shore. As they say, he got this month's cover and feature article on page 64 the hard way: he earned it.

Incoming Bananas

After seeing George Connor's story about the potato truck that hit the Durango & Silverton Mikado (page 47), we were reminded of a photo sent in by Chris Skow of Portola, California. On one the South American ventures he conducts for Trains Unlimited, Tours, he, too, had a close encounter with a produce truck. As Chris describes it:

"Trains Unlimited, Tours chartered a special mixed train of coal and passenger cars to run over the entire meter-gauge Dona Teresa Cristina Railroad in Brazil on October 29, 1990. The special was pulled by 2-10-2 No.209, built by Henschel in 1937. Just south of Morro Grande, the special was stopped for a photo runby, and members of the group were standing on a highway overpass to photograph the action.

"All was ready, and just as the train began its photo run, a driver in a Volkswagen stopped right on the bridge to see what was going on. A large truck stopped behind the VW, and a flatbed truck with a load of green bananas came upon the bridge going much too fast and could not stop. He hit one corner of the truck behind the VW and then slid by the railfan group on two wheels as the bananas went everywhere!"

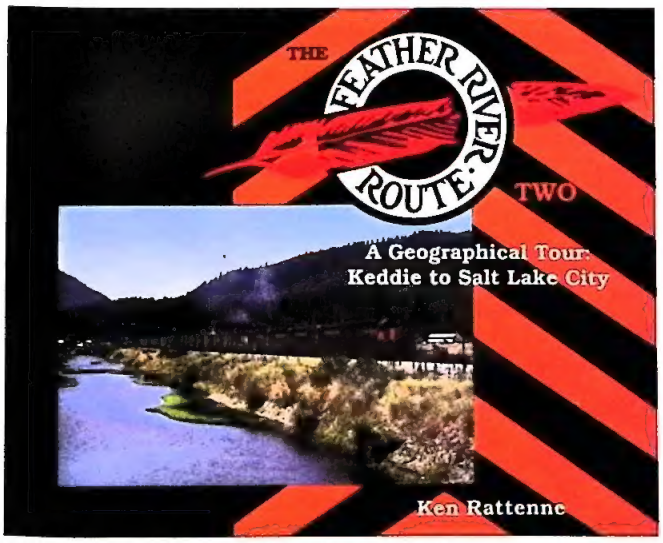
Nobody was hurt, but the railfans found themselves up to their knees in green bananas.

Chris continued: "After a delay of about 90 minutes, the charter train continued on its way toward the coal mines and the next photo runby at Crisiuma. This time we picked a footbridge for photography, and the event was a bit less spectacular."

INCOMING BANANAS added an element of excitement to a photo runby on the Dona Teresa Cristina Railroad near Morro Grande, Brazil, on October 29, 1990, when a speeding banana truck collided with other vehicles on the bridge the Trains Unlimited, Tours railfans were using to view the train. The next photo runby (below) with 2-10-2 209 at Crisiuma was a bit less spectacular.

TWO KODACHROMES: CHRIS SKOW

Feather River Route–Part Two A Geographical Tour: Keddie to Salt Lake City



It's been seven years since the Western Pacific Railroad lost its independence by merger into the Union Pacific System. In this, the second of a two-volume set, author Ken Rattenne takes you from the tiny railroad town of Keddie, deep in the Feather River Canyon, into the starkly magnificent desert country of Nevada and Utah, to Salt Lake City. Along the way, you'll see a salon of the railroad and its trains . . . from the 4-6-0s on the *Feather River Express* to FP7s on the *California Zephyr*, and from the "Fabulous Four" F-units to green-and-orange GP40-2s along the Humboldt. And it's done with spectacular photography and sensitive prose. For Western Pacific fans, this is THE book!

The Feather River Route is not meant to be an all-encompassing historic volume (though you will find much history), nor a technical treatise on motive power and rolling stock (though much of the railroad's hardware is presented). It is meant to convey the feeling of the railroad . . . the relationship between people and machines, and the battle they waged against nature and economic setbacks to keep the trains running. A Trans-Anglo book.

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TWO RBM&N KODACHROMES: MIKE DEL VECCHIO

READING GREEN can be seen on the 124-mile Reading, Blue Mountain & Northern operating on former-RDG and L&NE trackage north of Reading, Pa. At West Cressona, on February 2, 1991 (**left**), was a road set of U33B 3301 and leased Reading Company Technical & Historical Society's GP30 5513. RBM&N U33B 3304 (**above**) was there that evening. See page 45.

Railnews

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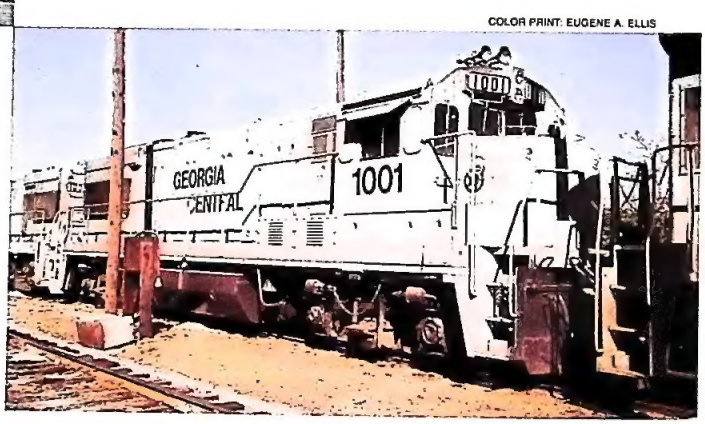

GEORGIA CENTRAL U30B 1001, at Macon January 5, 1991, is one of 16 U30Bs/U33Bs from CSX that came with 230 miles of ex-SAL lines between Macon and Savannah, Ga. See page 44.

SUSQUEHANNA'S CHINESE 2-8-2 1698M, in red primer beside the Chinese Railways' own 1698, completed succesful test runs at the Tang Shan factory on December 27, 1991. See page 44.

KODACHROME: RON AMBERGER

WINCHESTER & WESTERN ran an inspection train from Vineland to Cedarville, N.J., on February 9 to dedicate a new warehouse, with a photo runby (below) at Bridgeton Junction. See page 44.

KODACHROME: JIM BOYD

TWO GREAT NEW TAPES!

CUMBRES & TOLTEC SCENIC RAILROAD

Over the years, railfans have immortalized the operations of the once flourishing Rio Grande Narrow Gauge in their photos of trains battling over Cumbres Pass at an elevation of 10,015 ft! In September of 1990 Pentrex had the opportunity to ride along on a specially commissioned photographers' freight train, organized by Jim Trowbridge.

The trip was unusual in that it covered the entire length of this scenically diverse railroad, showing mountainous terrain and high desert. Good weather and a great looking train made for an exciting two-day excursion!

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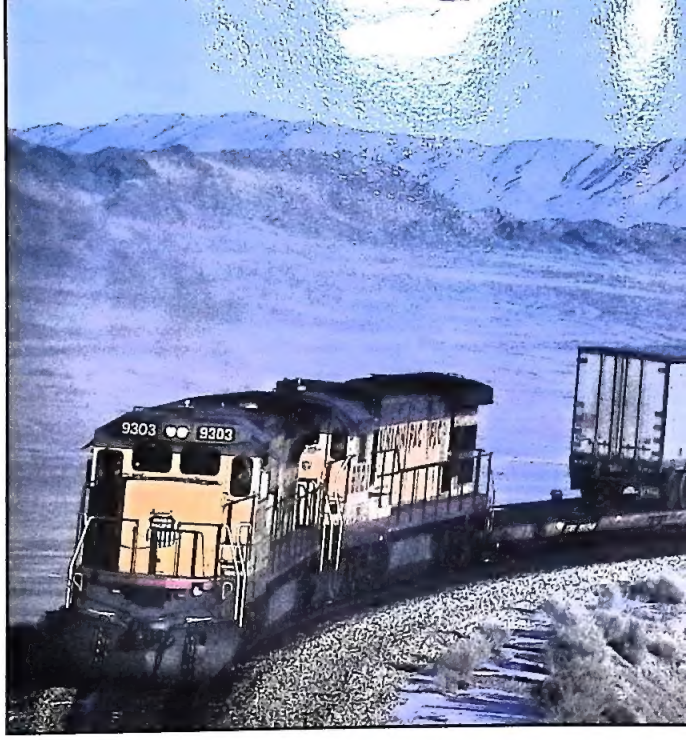

1990 was an exciting year in American Railroading. Pentrex crews traveled the nation to capture the railroad events and subjects that are worthy of inclusion in our continuing series, "The Best Of 1990." This year's selection of subjects includes a range of both steam and diesel action.

Highlights include:

UP Silver Zone Pass. This remote former Western Pacific line through Wendover, Nevada, is surprisingly busy with big-time railroading, as trains battle up the one percent grade to Silver Zone Pass.

Blue Unit Circus Train. Follow the Blue Unit of the Ringling Brothers and Barnum & Bailey Circus train, as it travels up the Northern Sacramento Valley into the mountains on the Southern Pacific's Valley District to Dunsmuir. From there the train traverses Cantara Loop and passes by breathtaking Mount Shasta on its way to Portland, Oregon.

Green Bay and Western "Boat Train." In 1990, the last railroad car ferry plying the waters of Lake Michigan may have made its final trip between Ludington, Michigan and Kewaunee, Wisconsin. The Green Bay & Western "boat train," powered by an Alco C-420 would travel from Green Bay to Kewaunee, where it would meet the ferry from Ludington. The engine would then swap cars with the ferry and head back to Green Bay. Pentrex captured this fascinating operation on tape in the fall before the operation was closed for the winter.

SP's Siskiyou Line. Explore the southern end of this scenic SP line from Medford, Oregon to Black Butte, California. This is big-time railroading with sustained three percent grades requiring run-through helpers on the heavy lumber trains. Semaphores are still in use on this line, which was once Southern Pacific's only mainline into Oregon.

Boone & Scenic Valley RR. You'll ride the cab of the last production line steam locomotive built in the world as it powers the trains over this scenic line. The locomotive was built in 1988 by the Datong Locomotive Works in China.

Railroads of Omaha. There is plenty of heavy-duty railroading to be experienced in this railroad town of Omaha, Nebraska, headquarters of the Union Pacific Railroad. In addition, the Burlington Northern, Chicago & North Western, Iowa Interstate, and the Chicago Central & Pacific railroads provide more action in Omaha, and in Council Bluffs, Iowa, across the river.

Frisco 1522. The Frisco 4-8-2 mountain engine stubbed her toe on the way to St. Paul, Minnesota. But a dedicated crew and some gracious help from the Burlington Northern Railroad at Galesburg, Illinois, got the engine back on the road again, ready for her next assignment.

Eisenhower Centennial. The Centennial Birthday celebration of Dwight David Eisenhower on October 14, 1990 provided an opportunity for three unusual trains to travel from Kansas City to Abilene, Kansas for the celebration. The Burlington Northern debuted their recently rebuilt A and B F-units, numbers one and two, at the head of their special train. Santa Fe warbonnet units powered their business car train and the Union Pacific sent the ever-popular steam locomotive #844 to pull their 23-car train. Other surprises awaited us at the day-long celebration as well!

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